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198402

OPERATION & WORKS COMMITTEE MG.0

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CITY OF MISSISSAUGA
RETURN TO CENTRAL RECORDS
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-V00616-

LOCATION LABEL



-98080212-

JANUARY 19, 1984

TO

FEBRUARY 16, 1984

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, JANUARY 19, 1984 AT 9:30 A.M.

COUNCIL CHAMBERS

MEMBERS: Councillor D. Culham, Chairman
Mr. J. Rogers, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. J. C. Saddington
Mr. D. A. Strutt
Mr. W. Schofield

PREPARED BY: Clerk's Department
DATE: January 17, 1984

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS
PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD
TO ANY ITEM ON THE AGENDA.

15C/68C

INDEX, PUBLIC WORKS COMMITTEE AGENDA, JANUARY 19, 1984

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	F.05.03.02	Sidewalk snow ploughing for 1984
2.	F.05.05.05.01	City of Kitchener - Recycling Programme
3.	A.03.04.06	Summary of Unfinished Business.

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, JANUARY 19, 1984
COUNCIL CHAMBERS AT 9:30 A.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. On December 20, 1983, the Commissioner of Engineering and Works discussed the sidewalk snow ploughing maps for the 1983/1984 winter season with the Public Works Committee.

As a result of this discussion, the sidewalk snow ploughing maps were posted in the Councillors' lounge for the benefit of and input from the Members of Council.

Also submitted for the Committee's consideration are the following:

- a) Memorandum from Mayor McCallion, dated January 12, 1984, on a suggestion made by a citizen that notice be delivered to people whose sidewalks are no longer ploughed by the City explaining the reasons for the discontinuance of the service and asking them to assist the City by shovelling their walks.
- b) Memorandum from Councillor Mahoney, dated January 5, 1984, asking the Committee to reconsider the possibility of passing a by-law to force residents to keep the sidewalks abutting their properties clear of snow. In connection with this suggestion, attached to this agenda are the following:
 - (i) Memorandum from the Commissioner of Engineering and Works dated March 12, 1980 to Mayor McCallion together with a copy of a report to the Public Works Committee dated July 25, 1979, which recommended that either the City pass a by-law to provide for the clearing and removal of snow and ice from sidewalks on highways, or the City decide whether or not to continue the then level of service and plow and sand all sidewalks in the entire City. An explanation of how this matter was disposed of is included in the report from the Commissioner of Engineering and Works to the Mayor.
 - (ii) Report to the Public Works Committee dated February 12, 1982, which recommended that a by-law to require residents to clear their sidewalks of snow be not implemented. This recommendation was adopted by Council on March 8, 1982.

F.05.03.02
FOR DISCUSSION

January 19, 1984

2. Report dated January 16, 1984, from the Commissioner of Engineering and Works, on the recycling programme conducted by the City of Kitchener. This programme involves the collection of glass, cans and paper in special plastic containers supplied to residents by the City of Kitchener's garbage contractor.

In his report, the Commissioner of Engineering and Works advises of the information he received from the staff of the City of Kitchener and representatives of Laidlaw Waste Systems Limited. From a financial standpoint, the City of Kitchener has no involvement, however, the contractor feels he will lose money for the first three years following the institution of the programme in September, 1983, but expects to break even in the fourth year, depending upon the quantities collected and the market for the products at that time.

The Commissioner of Engineering and Works recommends that his report dated January 16, 1984, be received.

F.05.05.05.01
RECOMMEND RECEIPT

3. Summary of Unfinished Business relating to the Public Works Committee as of January 19, 1984.

A.03.04.06
RECOMMEND RECEIPT



City of Mississauga

MEMORANDUM

RECEIVED FILE

JAN 13 1984

1-1

H.P.T. WPT 84/10/14
H.M.C.

To Mr. W.P. Taylor, P. Eng.
Commissioner
Dept. Engineering and Works

From Hazel McCallion
Dept. Mayor

P. W. DATE JAN 19. 1984

January 12, 1984

Our File: 138/84

We have been bragging, and rightly so, about the way in which we have organized the plowing of sidewalks in the City.

I had a call from a citizen the other day and she had an excellent suggestion to make. She was not objecting to the fact that we were not plowing all the sidewalks but she felt that a notice to the residents on the streets which we have previously plowed to the fact that we would not be plowing their sidewalks and would appreciate if they would shovel their sidewalks, would greatly assist us in the implementation of this program.

In other words, what we should have done is distribute a flyer to the residents on the streets which were not to be plowed and advise them why as well as a request, even though it would not be mandatory, that they assist us in this regard by shovelling their sidewalk.

I would appreciate your giving consideration to this and advising whether or not the department and, by copy of this memo to Councillor Culham, as to whether the Committee does not think that this is an excellent suggestion.

Many thanks.


HAZEL McCALLION
MAYOR

HMcC/sr

cc: Mr. E.M. Halliday
Councillor D. Culham



City of Mississauga

MEMORANDUM

RECEIVED FILE

JAN 11 1984

To W.P. TAYLOR

From S.W. MAHONEY

Dept. COMMISSIONER OF ENGINEERING

Dept. COUNCILLOR, WARD 8

P. W. DATE JAN 19. 1984

January 5, 1984

I would appreciate it if you could bring the issue of sidewalk plowing to a future meeting of Public Works. When we cancelled the plowing of many sidewalks in the City we also discussed the possibility of a By-law to force residents to keep the areas in front of their properties clear. I would like that particular by-law discussed again as soon as possible.

Steven W. Mahoney
Councillor, Ward 8

cc: D. Culham
Chairman, Public Works

Mr. Hazel McCallion

1-3
From William P. Taylor, P. Eng.

Dept. Engineering and Works

March 12, 1980

P. W. DATE JAN 19 1984

RE: Snow and Ice Removal
from City Sidewalks -
REQUEST FOR REPORT NO. 341-79

In August, 1979 we submitted a report to General Committee on Snow Removal from City Sidewalks, a copy of which is attached for your reference.

Attached to that report was a proposed by-law which, if passed, would have given the authority to the Commissioner of Engineering and Works to clear the sidewalk in front of a property or lot at the expense of the owner if not done by the owner within 24 hours after the cessation of the snow fall, or other precipitation.

General Committee did not approve this report or by-law and instructed us to prepare a further report to Public Works Committee, and subsequently for the 1980 Budget discussions, outlining the effect on the 1980-81 Winter Maintenance Program. This report was to contain the following information:-

- 1 - Map
- 2 - Proposed By-law
- 3 - Comments from the Legal Department on experience of other municipalities who do not clear snow.
- 4 - Difficulty in collecting accounts where sidewalks are not cleared by residents.
- 5 - Copies of data to be sent to residents including detailed costing of enforcement.

Council approved this recommendation on September 10, 1979.

*The Legal Department has researched the matter and obtained comments from the Cities of Hamilton, Toronto, Ottawa, London and Windsor and a copy of their findings is attached for your information.

Also attached is a copy of a map showing the sidewalks which we proposed to plow when we originally prepared the suggested by-law in 1979.

continued.....

If a by-law were to be adopted by Council making the residents responsible for clearing the sidewalk on their property, a notice would be sent to the residents each year. This notice could be incorporated in the tax bill notice to keep the cost of same to a minimum. A copy of the notice used by the Borough of Etobicoke, which would be similar to what we would propose to use, is also attached for your information.

Insofar as the difficulty in collecting accounts is concerned, we have discussed the matter with the Legal Department and have concluded that this should not present a problem as the proposed by-law outlines that the expenses incurred by the municipality can be collected from the owner in a like manner as municipal taxes.

As far as enforcement is concerned, we commented on this in our report of August, 1979, wherein we said there should be enough staff available in the By-law Enforcement Section, together with inspectors and surveyors, to enforce the by-laws. It was not contemplated patrolling the streets on a 24-hour basis simply for the sake of patrolling. The residents would be asked to remove the snow first, before any work was undertaken by City forces.

It would, of course, be necessary for Council to decide prior to August, 1980 as to whether or not the present policy was to be continued, as it is essential that snow plowing equipment be obtained by contract no later than September of each year.

As you are aware in 1980 the City Manager authorized that the City sidewalk plowing be kept to a minimum, and on January 2, 1980 it was agreed that the amount of money we would spend on sidewalk plowing would be \$73,000.00, and on sidewalk sanding \$73,000.00, which was at that time approximately \$40,000.00 under the amount spent in 1979 for these activities.

It was intended under these budget restraints that plowing and sanding of sidewalks would only be undertaken when absolutely necessary and that sanding would only occur when extremely icy conditions existed. In addition, we decided we would concentrate our activities on priority routes, such as main arteries, senior citizens areas, bus stops, etc. and that local residential streets would seldom, if ever, see a sidewalk plow.

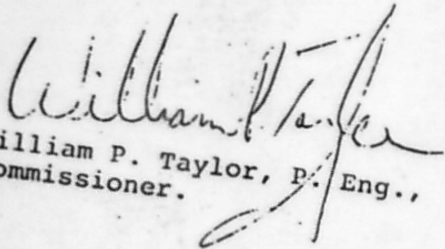
We would suggest, if it is not desirable to adopt a policy whereby it is the responsibility of the local resident to plow his own sidewalk, the budget for sidewalks in 1980 should envisage sidewalk plowing on major arteries, senior citizens areas, bus stops, and the plowing of all walks in the event of a snow fall in excess of 8 centimetres. Further, we suggest that major arteries where there is limited pedestrian traffic, such as Burnhamthorpe Road west of Highway 10, and 207,

15

arterial areas would be plowed as often as residential sidewalks - which would be rarely, if ever.

Our recommendations would be the following:-

- 1 - That the City sand and plow the following sidewalks as and when deemed necessary by the Engineering and Works Department - (this would be after any snow or ice storm):-
 - (a) Major Arteries
 - (b) Senior Citizens Areas
 - (c) Bus Stops
- 2 - That heavily pedestrian-travelled residential streets will be plowed only after a snowfall in excess of 8 centimetres.
- 3 - That lightly pedestrian-travelled residential streets and industrial areas, and arterial roads with little or no pedestrian traffic, will not be plowed at all.


William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
att.

cc E. M. Halliday
T. L. Julian.

NOTE: A copy of this report is being forwarded to T. L. Julian in order that the Request for Report No. 341-79 can then be deleted from our list of "outstandings".



City of Mississauga

Files: 12 111 00015
12 211 79010
11 141 00039

MEMORANDUM

To: Chairman and Members of the
Public Works Committee

From: Mr. William P. Taylor, Commissioner

Dept. _____

Dept. Engineering and Works

P. W. DATE JAN 19 1984

July 25, 1979

Request No. 74-79

SUBJECT: Snow removal from City sidewalks.

ORIGIN: Council Resolution No. 160 - February 26, 1979.

COMMENTS: City Council at its meeting of February 26, 1979 passed Resolution No. 160 which instructed the Engineering and Works Department to prepare a by-law with respect to snow removal from sidewalks by residents. When this by-law was prepared, it was to be considered by the Public Works Committee.

It should also be noted that Council, during its 1979 budget discussions, deleted the monies involved for sidewalk snow removal for the month of December. Discussions at that time revolved around the philosophy that the City would discontinue the plowing of sidewalks on frontage streets, however, would continue to plow sidewalks on reverse frontage streets and special isolated conditions. A list of streets and a map indicating the locations which we are recommending we continue to plow are attached. The by-law relating to this is also prepared for Committee's consideration.

For Committee's information, the estimated cost for plowing and sanding of sidewalks in the City in 1980 would be approximately \$200,000.00. The estimated cost if the City only plowed the reverse frontages, etc., as outlined in Schedule 'A' of the by-law, would be in the order of \$90,000.00 which would result in a saving of approximately \$110,000.00.

Also, for Committee's information, we would advise that the total expenditure to date in 1979 for this activity is \$160,000.00 which obviously does not include December of 1979.

It should be pointed out that it is essential that this matter be decided prior to August 15, 1979 as tenders for snow removal equipment are called during the last two weeks in August of each year.

...2

Chairman and Members of the
Public Works Committee
July 25, 1979
Page 2

1-7

Subject: Snow removal from City Sidewalks

RECOMMENDATIONS: 1. That Committee of Public Works decide whether to pass the attached by-law which provides for the clearing away and removal of snow and ice from sidewalks on highways;

OR ALTERNATIVELY,

2. Decide whether to continue the present level of service and plow and sand all sidewalks in the entire City.

AEM:dw
Attach's.

ORIGINAL SIGNED BY

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
Mr. L. Love
Mr. R. Edmunds
Mr. K. Cowan
Mr. D. Ogilvie
Mr. D. Debenham
Ms V. MacLean



BY-LAW NUMBER.....

A By-law to provide for the clearing away and removal of snow and ice from sidewalks on highways.

WHEREAS, a by-law may be passed by Council under paragraph 57 of Section 354 of The Municipal Act, R.S.O. 1970, c. 284 for clearing away and removing snow and ice from sidewalks on the highway in front of, alongside or at the rear of any occupied, unoccupied building or vacant lot, at the expense of the owner.

NOW THEREFORE, the Council of the Corporation of the City of Mississauga ENACTS as follows:

1. Where snow, ice or hail has not been removed from a sidewalk on a highway in front of or alongside or at the rear of an occupied or unoccupied building or vacant lot in the City of Mississauga within 24 (twenty-four) hours of the time that the snow, hail or other precipitation has ceased, the Commissioner of Engineering and Works, or his designate or agent may at the expense of the owner of the building or lot cause such snow or ice to be removed, and shall keep an account of all expenses relating to the removal and the expenses may be collected or recovered from the owner in any lawful manner including in the like manner as municipal taxes as provided in Section 469 of The Municipal Act, R.S.O. 1970, c. 284 as amended.
2. The provisions of sub-section 1 do not apply to public walkways, pedestrian overpasses, sidewalks abutting municipal property, or those sidewalks set out in Schedule "A" attached hereto.

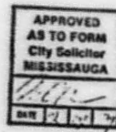
ENACTED and PASSED this

day of

1979, 1-9

MAYOR

CLERK



SCHEDULE "A" TO BY-LAW

ROAD	SIDE	FROM	TO
Copenhagen Road West Leg	West	Derry Road	360' North (Oslo)
Copenhagen Road East Leg	East	Derry Road	366' North
Falconer Drive	West	156' South of Bow River	Park Street
Creditview Road	West	Kenninghall Blvd.	924' North
Creditview Road	West	Kenninghall Blvd.	618' South
Glen Erin Drive	East	438' South of Montevideo Rd.	234' South
Glen Erin Drive	West	Inlake Court	Windwood Drive
Glen Erin Drive	West	144' North of Inlake Court	Montevideo Rd.
Montevideo Road	East	Aquitaine Avenue	348' South
Aquitaine Avenue	East	Aquitaine Avenue	642' North
Aquitaine Avenue	North	Millcreek Drive	Montevideo Road
Millcreek Drive	South	Millcreek Drive	Montevideo Road
Millcreek Drive	West	Aquitaine Avenue	384' North
Millcreek Drive	West	Derry Road	996' South
Millcreek Drive	West	180' North of Derry Road	192' South of Tar Rd.
Glen Erin Drive	East	144' North of Council Ring	600' South of The Collegeway
Glen Erin Drive	West	150' North of Council Ring	462' South of The Collegeway
The Collegeway	South	66' West of Windjammer Rd	156' East of Coun Ring Road
The Collegeway	North	144' West of Spruce Needle Drive	216' East of Council Ring Road
Winston Churchill Blvd.	East	816' North of #5 Highway	960' North of #5 (Watercourse)
Winston Churchill Blvd.	East	1,692' North of #5 Hwy.	2,100' North of #5 Hwy
Winston Churchill Blvd	East	132' North of Frankston Rd.	690' North of Fr ston Road.
Winston Churchill Blvd.	East	762' North of Frankston Rd.	912' North of Frankston Road
Winston Churchill Blvd.	East	(North of #3311) North side of #3341	(South of #3333) South side of #3
Burnhamthorpe Road	North	Winston Churchill Blvd.	Tamarack Gate
Winston Churchill Blvd.	East	The Collegeway	Burnhamthorpe Ro
Church Street	West	270' south of Ontario St.	336' South of Ontario Street
Battleford Road	South	Walkway	744' West
Shelter Bay Road	West	Arvida Circle	660' South
Tours Road	North	Crickadorn Court	85' West
Tours Road	South	Winston Churchill Blvd.	Glace Bay Road
Tours Road	South	Glace Bay Road	265' East
Dundas Street West	North	Wolfdale Road	Cedarglen Gate
Dundas Street West	North	Erindale Station Road	1,000' West
Dundas Street West	North	The Credit Woodlands	Winston Churchil Boulevard
Dundas Street West	South	Winston Churchill Blvd.	Mindemoya Road
Erindale Station Road	West	Dundas Street	Forestwood Drive
Erindale Station Road	West	Forestwood Drive	McBride Avenue
Erindale Station Road	West	McBride Avenue	Railway Tracks
Erindale Station Road	East	Forestwood Drive	750' North
Wolfdale Road	West	Dundas Street	Forestwood Drive
Hurontario Street	West	Railway Tracks	1,000' North
Hurontario Street	East	Railway Tracks	Fairview Drive
Burnhamthorpe Road East	South	Hwy. #10	Cooksville Creek
Burnhamthorpe Road East	South	Central Parkway	Cawthra Road
Burnhamthorpe Road East	South	Cawthra Road	Tomken Road
Burnhamthorpe Road East	South	1,500' East of Tomken Rd.	Autumn Harvest Drive
Burnhamthorpe Road East	South	Autumn Harvest Drive	Golden Orchard
Burnhamthorpe Road East	South	Golden Orchard Drive	Dixie Road
Burnhamthorpe Road East	South	Havenwood Drive	Fieldgate Drive
Burnhamthorpe Road East	South	Fieldgate Drive	Hydro Right-Of-Way
Burnhamthorpe Road East	North	Ponytrail Drive	Fieldgate Drive
Burnhamthorpe Road East	South	Fieldgate Drive	Havenwood Drive
Williamsport Drive	West	Burnhamthorpe Road	Winding Trail
Williamsport Drive	West	Winding Trail	Bloor Street
Williamsport Drive	West	Bloor Street	Golden Orchard
Williamsport Drive	West	Forestwood Drive	Forestwood Drive

SCHEDULE "A" TO BY-LAW

ROAD	SIDE	FROM	TO
Dixie Road	West	Golden Orchard Drive	Little Etobico Creek
Bloor Street East	North	Central Parkway	Hyacinthe Blvd
Bloor Street East	North	Hyacinthe Boulevard	Mississauga Valley Boulevard
Bloor Street East	North	Mississauga Valley Blvd.	Cawthra Road
Bloor Street East	South	Cawthra Road	Mississauga Valley Boulevard
Bloor Street East	South	Mississauga Valley Blvd.	Michelle Row
Bloor Street East	South	Michelle Row	Central Pkwy.
Central Parkway	East	Cliff Road	Bloor Street
Central Parkway	East	Bloor Street	Mississauga Valley Blvd.
Central Parkway	East	Mississauga Valley Blvd.	Burnhamthorpe
Queensway West	North	Stillmeadow Road	1,500' East
Queensway West	North	Mavis Road	1,100' East
Queensway West	North	Mavis Road	Damien Way
Queensway West	North	Damien Way	Rosemary Drive
Queensway West	North	Rosemary Drive	Old Carriage
Mavis Road	East	Paisley Boulevard	Louis Drive
Mavis Road	East	Louis Drive	Queensway
Mavis Road	West	Dundas Street	Paisley Blvd.
Mavis Road	West	Paisley Boulevard	Louis Drive
Mavis Road	West	Louis Drive	Queensway
Stavebank Road	East	Queensway	Isabella Avenue
Lakeshore Road	South	Owenwood Drive	500' East
Lakeshore Road	South	Balboa Drive	348' West
Embassy Avenue	West	The south limits	160' North
Southdown Road	East	Bonnymede Drive	1,000' South
Southdown Road	West	Truscott Drive	430' South
Southdown Road	West	Ontario Hydro Right-Of-Way	990' North
Dundas Street West	South	150' East of Winston Churchill	560' East of Woodchester Dr
Dundas Street West	South	500' East of Liruma Road	500' West of Fifth Line West
Derry Road East	North	C.N.R. crossing east of Airport Road	1,250 ft, East
Derry Road East	North	500' east of Goreway Dr.	Netherbrae Rd.
Rexwood Road	West	Rexdale Boulevard	Northerly 250'
Goreway Drive	West	Nashua Drive	1,500' South
Tomken Road	West	Runningbrook, School lot line	
Tomken Road	West	Bloor Street, School lot line	
Tomken Road	West	School lot line, Flagship	
Tomken Road	West	Flagship, School lot line	
Tomken Road	West	School lot line, Rymal Road	
Tomken Road	East	Nursury Lot line, Runningbrook	
Tomken Road	East	Runningbrook, Bloor	
Tomken Road	East	Bloor, Flagship	
Tomken Road	East	Flagship, Nomic	
Tomken Road	East	Nomic, School walk way	
Cliff Road	West	Rhonda Valley, Rhonda Valley	
Cliff Road	West	Rhonda Valley, Mississauga Valley Blvd.	
Cliff Road	East	Lot line of town homes, Karen Park	
Cliff Road	East	Karen Park Cres., Karen Park Cres.	
Cliff Road	East	Karen Park Cres., lot line of town homes	



City of Mississauga

MEMORANDUM

Files: 12 111 00015
11 141 00039

Chairman and Members of the
Public Works Committee

Mr. William P. Taylor, Commissioner

1-12

RECEIVED

From

Dept. Engineering and Works

REGISTRY No. 1751

DATE FEB 15 1982

FILE No. F-05-03-01

February 12, 1982

CLERK'S DEPARTMENT

P. W. DATE Feb. 18. 1982

P. N. DATE JAN 19. 1984

SUBJECT:

Snow

ORIGIN:

Council Meeting - February 8, 1982

COMMENTS:

We have been asked to comment on a number of items with respect to snow removal in the City of Mississauga.

1. Priority Routes

The priority routes for sanding, salting and snow plowing are the major arterials, the collectors, the hospital and bus routes, and all industrial roads. Some concern was expressed that the routes to the schools should get first priority, however, we cannot agree with this because we think that the major routes and the roads to the job locations, hospitals, bus routes and industrial routes are the most important.

2. By-laws

a) Sidewalk By-law

A great deal of discussion has taken place recently that we should pass a by-law similar to the City of Toronto which requires residents to shovel snow from their sidewalks within 12 hours after the fall of snow.

It is the City's policy in 1982 to plow the sidewalks as soon as possible after 8 cm of snow have fallen on the priority sidewalks which were established by Council in June of 1982. The balance of the sidewalks are not plowed at any time and it is up to the individual residents to shovel them or not. We believe that the City of Mississauga's policy has worked very well in an extremely harsh winter and we cannot see any reason to impose the City of Toronto's by-law on Mississauga residents.

b) Emergency Snow Clearing By-law

Again, there has been mentioned that we should enact an Emergency Snow Clearing By-law on priority routes in the City of Mississauga and the Region of Peel. We have had liaison with staff at the Region of Peel and we have

SUBJECT: Snow

COMMENTS: - cont'd.

concur with the Regional staff that we are having very few problems in clearing the snow from our priority routes (arterial, collectors, bus routes, etc.) and if we encounter the odd parked vehicle we can have them removed under Section 116 of the Highway Traffic Act.

We do encounter a lot of parked cars on our residential streets, however, since these are not priority routes the Emergency Snow Clearing By-law would have no impact in this area as it would not apply.

We would recommend that an Emergency Snow Clearing By-law not be imposed by the City of Mississauga and that we continue as we have in the past and that vehicles parked on arterial roads be towed away under Section 116 of the Highway Traffic Act when deemed necessary.

3. Co-ordination between the City and the Region

A problem has arisen in 1982 which has not occurred previously and that is the problem of the City maintaining the sidewalks on Regional roads and co-ordinating the sidewalk clearing in conjunction with Regional plowing.

This has not worked very well in at least two heavily travelled pedestrian areas -- one being the Cawthra Road bridge over the Q.E.W. and the other, Dixie Road between the Queensway and Sherway Drive. It seems that this problem can only be resolved in either the Region of Peel plowing both the sidewalks and the road and/or the City plowing the sidewalks and the roads in areas where there is heavy pedestrian movements and the road plowing will affect pedestrian movements. The logical one to do this work is the Region of Peel since they are the road authority, however, it would appear that Regional staff cannot, or will not, react to the political concerns as quickly as City staff.

RECOMMENDATIONS:

The following are recommendations which we would like to make with respect to this report:

1. That the priority routes for snow plowing, sanding, and salting, be the major arterials, the collectors, the hospital, the bus routes and all industrial roads.
2. That a by-law not be introduced which would require the residents of Mississauga to shovel their sidewalks.

1-14

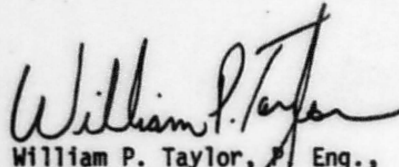
Chairman and Members of Public Works
February 12, 1982
Page 3

SUBJECT: Snow

RECOMMENDATIONS - cont'd.

3. That an Emergency Snow Clearing By-law not be introduced for priority routes in that the existing legislation serves us well and parked cars can be towed away under Section 116 of the Highway Traffic Act.
4. That the Region of Peel be requested to either plow all of the sidewalks on arterial roads in conjunction with their road plowing activities, or alternately, request the City of Mississauga to plow all Regional roads where there are City sidewalks in order that the City can co-ordinate the road and sidewalk snow plowing.

WPT:dw


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday



City of Mississauga

2-1

MEMORANDUM

Files: 15 111 00003
11 141 00039

RECEIVED

To Chairman and Members of Public Works Committee

From Mr. William P. Taylor, Commissioner

Dept.

REGISTRY No. 450

DATE JAN 18 1984

Dept.

Engineering and Works

P. W. DATE JAN 19, 1984

FILE No. F-05 04-05-01

CLERK'S DEPARTMENT

January 16, 1984

SUBJECT:

City of Kitchener Recycling Programme

ORIGIN:

Engineering and Works Department

COMMENTS:

At the last Public Works Committee meeting in December the attached article was placed on the Agenda and we were requested to comment on it at this meeting.

We have discussed this matter both with the staff of the City of Kitchener as well as a representative of Laidlaw Waste Systems Limited and the following information was received.

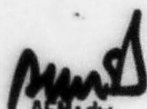
1. The programme was started in September 1983 and involved 35,000 single family houses.
2. The response has been very good to date with approximately 70% participation.
3. The residents use a special plastic container which is supplied by the Contractor to hold the cans and bottles. These containers are picked up on the regular garbage day by special vehicles. The residents put out the containers whenever they are supposedly full and bundled newspapers are placed on top.
4. The Contractor hand sorts all the material back at his yard and the following yield was obtained for October and November, 1983: 150 tons of glass; 50 tons of cans, and 500 tons of paper.
5. The Contractor supplied the bins to the public at a cost of \$5.50 per bin for a total cost of \$190,000.00. The Contractor in turn received a grant from the Provincial Government in the amount of \$110,000.00 to help start-up cost over and above the bin cost. The Contractor spent \$100,000.00 constructing the two special garbage vehicles used for the pickup.
6. The Contractor estimates that he will definitely lose money for the first three years, however, he may break even in the fourth year depending upon the quantities collected and the market for the products at that time.
7. The City of Kitchener is not financially involved in any way with the Recycling Programme. It is totally the responsibility of Laidlaw Waste Systems Limited.

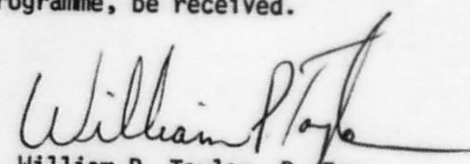
...2

2-2
Chairman and Members of
Public Works Committee
January 16, 1984
Page 2

Re: City of Kitchener Recycling Programme

RECOMMENDATION: That the report dated January 16, 1984, submitted by the
Commissioner of Engineering and Works with respect to the
City of Kitchener Recycling Programme, be received.


AEM:dw
Attach.


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday

Kitchener bundles up its²⁻³ garbage for recycling



Truck operator Dan Yearwood takes a bundle of papers for recycling from Mrs. Lorraine Stoney and son Scott outside their Kitchener home.

Kitchener, the bustling southern Ontario community of 135,000, has just become Canada's first municipality to launch city-wide multi-material curbside residential garbage separation.

High acceptance over the past two years among 1,100 Kitchener test households has caught the eye of not only waste recovery advocates but also Laidlaw Waste Systems Ltd., Kitchener's contract garbage collector which is operating the recycling program.

However, any cash-from-trash

bonanza is still a dream. There is still no recyclable material in Ontario's household garbage with enough economic value to drive a recycling industry subsidy free.

Nevertheless, this is now beginning to change in Canada as it has in the U.S. With the exception of Saskatchewan, where all pop cans are banned, and Ontario, where the aluminum can has been banned for apparently political reasons, aluminum heralds the beginning of a financially viable recycling industry.

Soon it should be possible to oper-

ate recycling in the black. The good news for municipalities is this also means a reduction in landfill costs and added lifespan for existing landfill sites.

And, given the strong likelihood of a Queen's Park approval by the end of 1983 for the all aluminum can in Ontario, the long-awaited day for subsidy-free recycling should be just around the corner.

With a \$110,000 provincial subsidy this year, Kitchener has achieved an almost overnight reduc-

And aluminum means the Ontario Environment ministry, which has had its hopes for province-wide recycling dashed by government spending restraints may get what it has long wanted—with real savings to taxpayers.

"Homeowners are quick to pick up on this," says Nyle Ludolph, general manager of Total Recycling, the Laidlaw subsidiary which operates the collection service.

Two weeks after Kitchener's 35,000 single-family households each received a free, bright blue plastic bin (imagine a rectangular laundry basket), more than three-quarters of the containers were being put out on garbage day.

Intensive promotion asks residents to wash, flatten, remove the ends and take the labels off cans, put them in the containers with rinsed throwaway bottles and other glass, then place their bundled newspapers on top.

Mr. Ludolph says he is pleased at the Kitchener householders preparation. "I've seen curbside programs in the U.S., and frankly I'm appalled at the amount of straight garbage which ends up in recyclers' yards.



Nyle Ludolph of Total Recycling examines one of the plastic bins that have been distributed to Kitchener households for the recycling program.

"This can lead to uneconomic hand sorting. However, the people here, by and large, are making the effort to flatten their cans and bundle their papers."

Unlike some limited recycling programs such as the Bundle Up For Wednesday newspaper collection in the City of Toronto, Kitchener residents put their recycling container

out the same day as their regular garbage.

"This avoids confusion," says Ludolph. "Different days for different collections means a drop in participation and crews spend more time driving and less time collecting."

Mr. Ludolph says initial tonnage has been running higher than expected. "When people first found out

Tricil Limited Announcement



Eric Hunter



Richard F. Nowina



Robert J. Redhead



Gordon H. Miller

Mr. Charles A. Lalonde, General Manager, Liquid Waste Division, Tricil Limited is pleased to announce the combination of its Ontario regional operations under a central regional management. The organizational strengthening coincides with the completion and start-up of a \$9 million modification to its Sarnia high-temperature liquid waste incineration facility.

Eric Hunter, formerly Branch Manager Sarnia is appointed Regional Manager - Ontario, with overall responsibility for Tricil's Ontario waste management system - a transfer station in Mississauga, a truck fleet dedicated to liquid waste transport and the Sarnia central treatment facility. Mr. Hunter, a chemist experienced in agricultural research, was educated in Ireland. Prior to joining Tricil in 1976 he was an Environmental Officer with the Ontario Ministry of the Environment.

Richard F. Nowina moves from Branch Manager, at Tricil's Mississauga liquid waste transfer station to Sales Marketing Manager - Ontario Region. He joined Tricil in 1982 after holding research, sales and product management positions in the chemical industry. Mr. Nowina holds a B.Sc. in Chemistry from the University of Waterloo.

Robert J. Redhead becomes Market Development Manager - Ontario Region. He joined Tricil in 1979 as Branch Manager Mississauga, responsible for the operation of Tricil's liquid waste transfer station.

Prior to joining Tricil Mr. Redhead held positions in the analytical laboratory business and the Department of National Health and Welfare. He holds a B.Sc. in Microbiology from the University of British Columbia and an M.B.A. from York University.

Mr. Gordon H. Miller formerly Manager, Transportation Systems, responsible for Tricil's fleet of specialized liquid waste transportation vehicles becomes Manager, Administration - Ontario. He joined Tricil in 1978 as Administration Manager, Sarnia Branch. Mr. Miller holds a Diploma in Business Administration from Lambton College and has held positions in public accounting and the chemical industry in Sarnia.

Tricil is a diversified waste management company operating in 13 Canadian and seven U.S. centres. It is jointly owned by Trimac Limited of Calgary and C-I-L Inc. of Toronto.



A mound of papers ready for the recycling.

we were about to go city-wide, they stored their newspapers for a few weeks, so we've had a surge at the start.

"We predicted we would ship 400 tons of newspaper a month but in the first 3½ days of collection we filled three tractor trailer loads. We get \$60 a ton at our dock from Ontario Paper in Thorold.

"We just about break even on glass at \$30 a ton," he says, adding "I think we can make money on glass soon."

At the moment cans and glass have to be separated manually at the Total Recycling Yard. "This is a temporary bottleneck, says Mr. Ludolph.

"Total" will install a conveyor with a magnetic head. "However, we'll still have to separate pop and beer cans from other steel cans by hand. The steel companies don't de-tin these." Leftover tin cans go to a scrap yard.

Mr. Ludolph has high expectations for such groups as the Boy Scouts when he expands the program to include the city's 11,000 high-rise and multiple dwellings.

"It won't be as easy to get people on the ninth floor to separate and bring their recyclables downstairs. But I feel that with strong promotion and financial incentives for Boy

Scouts and building superintendents we can achieve success in a high-rise."

Two custom built trucks with dual steering wheels (for one-man curbside operation) and adjustable multiple-compartment bodies were built locally by Belgium Standard for Total Recycling for \$50,000 apiece.

The company also forked over another \$200,000 for the special household containers, about 50 of which were stolen in the first two weeks of operation. "We're working on that one," he says.

With the city-wide program, Mr. Ludolph had to increase his full-time staff from three to five and take on half a dozen temporary help who are working five shifts a week.

A plan submitted to the Ontario Ministry of the Environment by Alcan calculates 1,100 new jobs will be created in Ontario by a residential recycling system driven by the aluminum can.

Alcan has guaranteed a minimum floor price of \$900 a ton for aluminum beverage cans. In recent months scrap aluminum cans have been bringing over \$1,100 a ton.

Acceptance of the aluminum can in Ontario is opposed by Stelco and Dofasco of Hamilton which manufacture most of the canstock for Canadian canmakers.

launched an advertising campaign suggesting large numbers of jobs will be saved if people recycle steel cans; the implication being they could be lost if steel has to surrender its monopoly in Ontario, granted in effect by the Ontario Government, and compete with aluminum and other recyclable containers.

Both Stelco and Dofasco have set up a Tin Plate Recycling Council to recover pop cans, but this does not mean multi-material recycling. Nevertheless Ron Deans of Stelco says they are determined to show the Ministry of the Environment they can recycle meaningfully.

At the moment the steel industry has the protection of the provincial Environmental Protection Act which requires that one end and the sides of all carbonated beverage cans in the province be made from steel.

The exact reasoning for establishing this virtual monopoly for steel is unclear but Alcan readily concedes it wasn't in a position to supply the market for an all-aluminum can when the regulation was drawn up in 1975. Now it is.

"We were asleep at the switch then," says Allan Wakefield, Alcan vice president for business development, "but are wide awake now. What's more we think the consumer should be able to choose from any container which is physically and economically recyclable."

It is the tremendously high scrap value of the aluminum used for pop and beer cans which has really made the provincial environment ministry sit up and take note. Alcan says it must get used cans back to be competitive.

And with the \$900 floor price guarantee, Alcan says garbage contractors will be able to turn an overall profit collecting glass, steel cans and newspapers as well as aluminum cans. Aluminum becomes the economic engine which drive the entire recycling process.

This lets the Province off the hook in having to subsidize recycling, something which it can ill afford these days with the shrill cries from hospitals, school boards and universities for more tax dollars.

And given the subsidy-free potential for waste recovery, municipalities can also look forward to reduced landfill costs and a longer life for existing sites. ■

PUBLIC WORKS COMMITTEE
DATE: JANUARY 19, 1984

SUMMARY OF UNFINISHED BUSINESS

128C/17C

Page 1

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
163-82	Eng. & Works	Second Assessment of "rippled" pavement used as a speed deterrent on roadway at Mineola Rd. E. and Indian Road	Public Works - May 20/82 Public Works - July 6/83	June, 1984	
135-83	Eng. & Works	Feasibility of installing flashing amber lights at bus stops on North and South Service Roads	Transit Comm. - July 8/83	Jan. 19, 1984	1
A REPORT FROM THE GENERAL MANAGER, MISSISSAUGA TRANSIT, DETAILING THE COMMENTS OF THE ENGINEERING AND WORKS DEPARTMENT IS INCLUDED ON THE AGENDA FOR THE TRANSIT COMMITTEE MEETING TO BE HELD ON JANUARY 20, 1984. THE ITEM DEALS WITH BUS STOPS ON THE NORTH AND SOUTH SERVICE ROADS TO THE QUEEN ELIZABETH HIGHWAY.					
177-83	Eng. & Works	Policy re: reconstruction of streets under a local improvement program	Council, Sept.12/83	Jan. 19, 1984	1
201-83	Eng. & Works	Policy - employment of local trucks within the City of Mississauga for the purpose of snow removal	Council, Oct. 11/83	Feb.16, 1984	1
204-83	Eng. & Works	On-Street Parking in Residential Zones Programme Development	Public Works, Sept.19,1983	Jan. 3, 1984	
205-83	Planning Dept.	Review of parking standards in Residential & Commercial Zones	Public Works, Sept.19, 1983	Sept.19, 1984	
206-83	Eng. & Works	Summer Garbage Collection	Public Works, Sept.19, 1983	Feb.16,1984	1



BY-LAW NUMBER.....

A By-law to provide for the clearing
away and removal of snow and ice from
sidewalks on highways.

WHEREAS, a by-law may be passed by Council under
paragraph 57 of Section 354 of The Municipal Act, R.S.O. 1970, c.
284 for clearing away and removing snow and ice from sidewalks
on the highway in front of, alongside or at the rear of any
occupied, unoccupied building or vacant lot, at the expense of the
owner.

NOW THEREFORE, the Council of the Corporation of the City
of Mississauga ENACTS as follows:

1. Where snow, ice or hail has not been removed from a
sidewalk on a highway in front of or alongside or at the rear of
an occupied or unoccupied building or vacant lot in the City of
Mississauga within 24 (twenty-four) hours of the time that the
snow, hail or other precipitation has ceased, the Commissioner of
Engineering and Works, or his designate or agent may at the expense
of the owner of the building or lot cause such snow or ice to be
removed, and shall keep an account of all expenses relating to the
removal and the expenses may be collected or recovered from the
owner in any lawful manner including in the like manner as municipal
taxes as provided in Section 469 of The Municipal Act, R.S.O. 1970,
c. 284 as amended.
2. The provisions of sub-section 1 do not apply to public
walkways, pedestrian overpasses, sidewalks abutting municipal
property, or those sidewalks set out in Schedule "A" attached hereto.

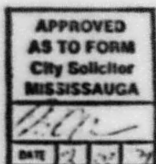
ENACTED and PASSED this

day of

1979. 1-9

MAYOR

CLERK



ROAD	SIDE	FROM	TO
Copenhagen Road West Leg	West	Derry Road	360' North (Oslo)
Copenhagen Road East Leg	East	Derry Road	366' North
Falconer Drive	West	156' South of Bow River	Park Street
Creditview Road	West	Kenninghall Blvd.	924' North
Creditview Road	West	Kenninghall Blvd.	618' South
Glen Erin Drive	East	438' South of Montevideo Rd.	234' South
Glen Erin Drive	West	Inlake Court	Windwood Drive
Glen Erin Drive	West	144' North of Inlake Court	Montevideo Rd.
Montevideo Road	East	Aquitaine Avenue	348' South
Montevideo Road	East	Aquitaine Avenue	642' North
Aquitaine Avenue	North	Millcreek Drive	Montevideo Road
Aquitaine Avenue	South	Millcreek Drive	Montevideo Road
Millcreek Drive	West	Aquitaine Avenue	384' North
Millcreek Drive	West	Derry Road	996' South
Millcreek Drive	West	180' North of Derry Road	192' South of Tam Ron
Glen Erin Drive	East	144' North of Council Ring	600' South of The Collegeway
Glen Erin Drive	West	150' North of Council Ring	462' South of The Collegeway
The Collegeway	South	66' West of Windjammer Rd	156' East of Coun Ring Road
The Collegeway	North	144' West of Spruce Needle Drive	216' East of Council Ring Road
Winston Churchill Blvd.	East	816' North of #5 Highway	960' North of #5 (Watercourse)
Winston Churchill Blvd.	East	1,692' North of #5 Hwy.	2,100 North of #5 Hwy
Winston Churchill Blvd	East	132' North of Frankston Rd.	690' North of Fr ston Road.
Winston Churchill Blvd.	East	762' North of Frankston Rd.	912' North of Frankston Road
Winston Churchill Blvd.	East	(North of #3311) North side of #3341	(South of #3333) South side of #3
Burnhamthorpe Road	North	Winston Churchill Blvd.	Tamarack Gate
Winston Churchill Blvd.	East	The Collegeway	Burnhamthorpe Ro.
Church Street	West	270' south of Ontario St.	336' South of Ontario Street
Battleford Road	South	Walkway	744' West
Shelter Bay Road	West	Arvida Circle	660' South
Tours Road	North	Crickadorn Court	85' West
Tours Road	South	Winston Churchill Blvd.	Glance Bay Road
Tours Road	South	Glance Bay Road	265' East
Dundas Street West	North	Wolfdale Road	Cedarglen Gate
Dundas Street West	North	Erindale Station Road	1,000' West
Dundas Street West	North	The Credit Woodlands	Winston Churchill Boulevard
Dundas Street West	South	Winston Churchill Blvd.	Mindemoya Road
Erindale Station Road	West	Dundas Street	Forestwood Drive
Erindale Station Road	West	Forestwood Drive	McBride Avenue
Erindale Station Road	West	McBride Avenue	Railway Tracks
Erindale Station Road	East	Forestwood Drive	750' North
Wolfdale Road	West	Dundas Street	Forestwood Drive
Hurontario Street	West	Railway Tracks	1,000' North
Hurontario Street	East	Railway Tracks	Fairview Drive
Burnhamthorpe Road East	South	Hwy. #10	Cooksville Creek
Burnhamthorpe Road East	South	Central Parkway	Cawthra Road
Burnhamthorpe Road East	South	Cawthra Road	Tomken Road
Burnhamthorpe Road East	South	1,500' East of Tomken Rd.	Autumn Harvest Drive
Burnhamthorpe Road East	South	Autumn Harvest Drive	Golden Orchard D
Burnhamthorpe Road East	South	Golden Orchard Drive	Dixie Road
Burnhamthorpe Road East	South	Havenwood Drive	Fieldgate Drive
Burnhamthorpe Road East	South	Fieldgate Drive	Hydro Right-O-Wa
Burnhamthorpe Road East	North	Ponytrail Drive	Fieldgate Drive
Williamsport Drive	South	Fieldgate Drive	Havenwood Drive
ie Road	West	Burnhamthorpe Road	Winding Trail
ie Road	West	Winding Trail	Bloor Street
ie Road	West	Bloor Street	Golden Orchard
ie Road	West	Forestwood Drive	Westlock

ROAD	SIDE	FROM	TO
Dixie Road	West	Golden Orchard Drive	Little Etobicoke Creek
Bloor Street East	North	Central Parkway	Hyacinthe Blvd
Bloor Street East	North	Hyacinthe Boulevard	Mississauga Valley Boulevard
Bloor Street East	North	Mississauga Valley Blvd.	Cawthra Road
Bloor Street East	South	Cawthra Road	Mississauga Valley Boulevard
Bloor Street East	South	Mississauga Valley Blvd.	Michelle Row
Bloor Street East	South	Michelle Row	Central Pkwy.
Central Parkway	East	Cliff Road	Bloor Street
Central Parkway	East	Bloor Street	Mississauga Valley Blvd.
Central Parkway	East	Mississauga Valley Blvd.	Burnhamthorpe
Queensway West	North	Stillmeadow Road	1,500' East
Queensway West	North	Mavis Road	1,100' East
Queensway West	North	Mavis Road	Damien Way
Queensway West	North	Damien Way	Rosemary Drive
Queensway West	North	Rosemary Drive	Old Carriage Rd.
Mavis Road	East	Paisley Boulevard	Louis Drive
Mavis Road	East	Louis Drive	Queensway
Mavis Road	West	Dundas Street	Paisley Blvd.
Mavis Road	West	Paisley Boulevard	Louis Drive
Mavis Road	West	Louis Drive	Queensway
Stavebank Road	East	Queensway	Isabella Avenue
Lakeshore Road	South	Owenwood Drive	500' East
Lakeshore Road	South	Balboa Drive	348' West
Embassy Avenue	West	The south limits	160' North
Southdown Road	East	Bonnymede Drive	1,000' South
Southdown Road	West	Truscott Drive	430' South
Southdown Road	West	Ontario Hydro Right-Of-Way	990' North
Dundas Street West	South	150' East of Winston Churchill	560' East of Woodchester Dr
Dundas Street West	South	500' East of Liruma Road	500' West of Fifth Line West
Derry Road East	North	C.N.R. crossing east of Airport Road	1,250 ft, East
Derry Road East	North	500' east of Goreway Dr.	Metherbrae Rd.
Rexwood Road	West	Rexdale Boulevard	Northerly 250'
Goreway Drive	West	Nashua Drive	1,500' South
Tomken Road	West	Runningbrook, School lot line	
Tomken Road	West	Bloor Street, School lot line	
Tomken Road	West	School lot line, Flagship	
Tomken Road	West	Flagship, School lot line	
Tomken Road	West	School lot line, Rymal Road	
Tomken Road	East	Nursury Lot line, Runningbrook	
Tomken Road	East	Runningbrook, Bloor	
Tomken Road	East	Bloor, Flagship	
Tomken Road	East	Flagship, Nimeric	
Tomken Road	East	Nimeric, School walk way	
Cliff Road	West	Rhonda Valley, Rhonda Valley	
Cliff Road	West	Rhonda Valley, Mississauga Valley Blvd.	
Cliff Road	East	Lot line of town homes, Karen Park	
Cliff Road	East	Karen Park Cres., Karen Park Cres.	
Cliff Road	East	Karen Park Cres., lot line of town homes	

CITY OF MISSISSAUGA

MINUTES

MEETING #1

NAME OF COMMITTEE: PUBLIC WORKS

DATE OF MEETING: Thursday, January 19, 1984

PLACE OF MEETING: Council Chambers at 9:30 a.m.

MEMBERS PRESENT: Councillor D. Culham, Chairman
Mr. J. Rogers, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Mr. W. Schofield
Mayor Hazel McCallion arrived at 10:10 a.m.

MEMBERS ABSENT: Councillor R. Skjarum
Mr. D. A. Strutt
Mr. J. C. Saddington

OTHERS PRESENT: Councillor Mahoney
Councillor Kennedy, arrived at 10:10 a.m.

STAFF PRESENT: Mr. W. P. Taylor, Commissioner of Engineering and Works
Mr. A. McDonald, Director, Maintenance Engineering
Mrs. C. Dodds, Committee Co-ordinator

NOTE: Apologies for absence received from Councillor Skjarum and Mr. Strutt.

MATTERS CONSIDERED:

1. On December 20, 1983, the Commissioner of Engineering and Works discussed the sidewalk snow ploughing maps for the 1983/1984 winter season with the Public Works Committee. As a result of the discussions at that time, the sidewalk snow ploughing map was posted in the Councillors' lounge for input from the Members of Council. Shown in red on the map were the sidewalks that are currently being ploughed by the City. These sidewalks are those which were ploughed in 1982/83, with the addition of sidewalks on main and collector roads constructed during the summer of 1983. Shown in yellow on the maps were the additions to the sidewalk programme requested by the individual Councillors.

It was moved by Councillor Cook that the 1983/1984 sidewalk programme cover sidewalks included in the 1982/1983 programme plus sidewalks on main and collector roads constructed during 1983, all depicted in red on the map presented to the Public Works Committee at its meeting held on January 19, 1984, and that the additions to the sidewalk programme suggested by each Councillor be referred to staff for study and a report back to the Public Works Committee. This motion carried.

January 19, 1984

Item 1 continued

Also submitted for the Committee's consideration were the following:

- a) Memorandum from Mayor McCallion, dated January 12, 1984, on a suggestion made by a citizen that notice be delivered to people whose sidewalks are no longer ploughed by the City explaining the reasons for the discontinuance of the service and asking them to assist the City by shovelling their walks.
- b) Memorandum from Councillor Mahoney, dated January 5, 1984, asking the Committee to reconsider the possibility of passing a by-law to force residents to keep the sidewalks abutting their properties clear of snow. In connection with this suggestion, the Committee was supplied with the following:
 - (i) Memorandum from the Commissioner of Engineering and Works dated March 12, 1980 to Mayor McCallion together with a copy of a report to the Public Works Committee dated July 25, 1979, which recommended that either the City pass a by-law to provide for the clearing and removal of snow and ice from sidewalks on highways, or the City decide whether or not to continue the then level of service and plow and sand all sidewalks in the entire City. An explanation of how this matter was disposed of was included in the report from the Commissioner of Engineering and Works to the Mayor.
 - (ii) Report to the Public Works Committee dated February 12, 1982, which recommended that a by-law to require residents to clear their sidewalks of snow be not implemented. This recommendation was adopted by Council on March 8, 1982.

Discussion followed on the advisability of keeping the public fully informed and also on the need for dialogue between residents and their elected representatives. It was moved by Councillor Cook that staff prepare a report on the pros and cons of suggestions concerning the public's responsibility for sidewalk snow ploughing and enforcement of these responsibilities and that the suggestions and the staff report be referred to the next Ratepayers' Seminar for discussion.

F.05.03.02

See Recommendations #1 and #2 (D. Cook)

2. Report dated January 16, 1984, from the Commissioner of Engineering and Works, on the recycling programme conducted by the City of Kitchener. This programme involves the collection of glass, cans and paper in special plastic containers supplied to residents by the City of Kitchener's garbage contractor.

January 19, 1984

Item 2 continued

In his report, the Commissioner of Engineering and Works outlined information he received from the staff of the City of Kitchener and representatives of Laidlaw Waste Systems Limited. From a financial standpoint, the City of Kitchener has no involvement, however, the contractor feels he will lose money for the first three years following the institution of the programme in September, 1983, but expects to break even in the fourth year, depending upon the quantities collected and the market for the products at that time.

F.05.05.05.01

See Recommendation #3 (M. Marland)

RECEIVED

3. At the request of Councillor Cook, an explanation of cul-de-sac snow ploughing was given to the Committee. The Public Works Committee felt that it would be interesting to have the procedures explained by the operators themselves. It was therefore agreed to invite area supervisors to the February meeting to describe some of the problems faced by crews during snow ploughing. Staff was directed to make the necessary arrangements.

F.05.03.01

4. Discussion also took place on the handling of emergency calls by the staff of the City of Mississauga and the staff of the Region of Peel outside of the normal business hours.

The Commissioner of Engineering and Works was directed to discuss the difference in the way emergency calls are handled at the next meeting of Regional Engineers and possibly to suggest at that time that a Regional Dispatcher be located at the City of Mississauga's Works Yard so that the efforts of the emergency crews can be co-ordinated.

A.01.11.01

5. Summary of Unfinished Business relating to the Public Works Committee as of January 19, 1984. It was pointed out that Request for Report 135-83 was being handled by the Transit Committee and should therefore be deleted.

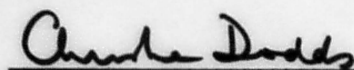
A.03.04.06

See Recommendation #4 (Wm. Schofield)

RECEIVED

RECOMMENDATIONS: As per Report No. 1-84

ADJOURNMENT: 10:55 a.m.



CHRISTINE DODDS, COMMITTEE CO-ORDINATOR

0016C/68C

REPORT NO. 1-84

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its first report and recommends:

- 1-84 (a) That the 1983/1984 Sidewalk Snow Ploughing Programme cover sidewalks included in the 1982/1983 programme plus sidewalks on main and collector roads constructed during 1983, recommended by the Commissioner of Engineering and Works, and shown in red on the map presented to the Public Works Committee at its meeting held on January 19, 1984;
- (b) That the additions to the 1983/1984 Sidewalk Snow Ploughing Programme suggested by the Councillors, shown in yellow on the map presented to the Public Works Committee at its meeting held on January 19, 1984, be referred to the Commissioner of Engineering and Works for study and a report back to the Public Works Committee.

F.05.03.02
(38-1-84)

- 2-84 That suggestions made to improve the clearance of snow off sidewalks not ploughed by the City, received by the Public Works Committee at its meeting held on January 19, 1984, be referred to staff for a report on the pros and cons of these suggestions and that the entire matter be referred to the individual Councillors for discussion with their ratepayers associations, and also be referred for discussion at the next Ratepayers' Seminar.

F.05.03.02
(38-2-84)

- 3-84 That the report dated January 16, 1984, from the Commissioner of Engineering and Works, on the recycling programme conducted by the City of Kitchener, be received.

F.05.05.01
(38-3-84)

January 19, 1984

4-84

That the Summary of Unfinished Business relating to the Public Works Committee as of January 19, 1984, be received for information.

A.03.04.06
(38-4-84)

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, FEBRUARY 16, 1984 AT 9:30 A.M.

COUNCIL CHAMBERS

MEMBERS: Councillor D. Culham, Chairman
Mr. J. Rogers, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. J. C. Saddington
Mr. D. A. Strutt
Mr. W. Schofield

PREPARED BY: Clerk's Department
DATE: February 13, 1984.

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS
PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD
TO ANY ITEM ON THE AGENDA.

15C/68C

INDEX, PUBLIC WORKS COMMITTEE AGENDA, FEBRUARY 16, 1984

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	F.05.03.02	Deputation - Representatives of the snow plowing crews
2.	B.05.609.02	Policy for construction of sidewalks in culs-de-sac
3.	F.06.04.02 C.03.03	On-street Parking in Residential Zones
4.	F.05.03.01	Use of calcium chloride in Winter Maintenance activities - The CTS Concept
5.	J.05.02	Reconstruction of streets under the Local Improvement Act
6.	F.06.03.01	Traffic Safety in Oakridge Community
7.	A.03.04.06	Summary of Unfinished Business.

PUBLIC WORKS COMMITTEE

CITY OF MISSISSAUGA

THURSDAY, FEBRUARY 16, 1984
COMMITTEE ROOM A AT 9:30 A.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. At the Public Works Committee Meeting held on January 19th, 1984, following a description of cul-de-sac snow plowing, the Public Works Committee thought it would be interesting to have snow plowing procedures explained by the operators themselves. It was therefore agreed to invite area supervisors to the February meeting to describe some of the problems faced by crews.

D. J. Debenham, Works Manager, and Walter Ralph and A. Rentenaar, representing the Plow Operators, will attend the meeting.

F.05.03.01
FOR INFORMATION

2. Policy for the requirement of sidewalks in new developments.

Resolution 625 passed by Council on October 11, 1977, states in part:

- (i) On local streets, sidewalks will be required on one side only.
- (ii) Cul-de-sacs which service single-family and/or semi-detached dwellings only, will not require a sidewalk on either side.
- (iii) Cul-de-sacs which service developments other than single-family or semi-detached dwellings, such as on-street townhouses, condominiums, row-housing etc., will require a sidewalk on one side of the street.
- (iv) A sidewalk will be required on one side of the cul-de-sac where the sidewalk will form part of the walkway system.

Attached to the agenda is a copy of a letter dated November 17, 1983, from John and Dorothy Davies to Councillor Culham and a copy of Councillor Culham's reply dated December 1, 1983. Mr. and Mrs. Davies are concerned that sidewalks have not been provided on Huron Park Place. Huron Park Place runs south from Paisley Boulevard West, east of Huron Park, and is a 24 lot cul-de-sac and the only street on Registered Plan M-509.

Although Councillor Culham has explained the City's policy to Mr. and Mrs. Davies, in accordance with his commitment to them, he would like the policy reviewed by the Committee.

B.06 509 02
FOR DISCUSSION

February 16, 1984

3. Report dated February 13, 1984, from the Commissioner of Engineering and Works on on-street parking in Residential Zones outlining proposals for the institution of a system of alternate side long term parking and one or two side long term parking in selected areas where the needs for this type of exemption have been determined; and one area to implement an experimental program of on-street permit parking.

On September 19, 1983, the Public Works Committee considered a Joint report dated May 18, 1983, from the Commissioner of Engineering and Works and the Commissioner of Building, on On-street parking in residential areas. This report was prepared as a result of complaints received concerning on-street parking adjacent to multi-residential areas and a request by the By-law Committee made in May of 1983, that on-street parking in single family residential areas be considered by the Public Works Committee. In addition, the Public Works Committee also received a copy of a letter from Mr. R. A. McPhail, 1480 Robillard Road, requesting an amendment to By-law 444-79, the City of Mississauga Traffic By-law, to permit overnight parking on City streets when snow removal vehicles are not at work. This letter was referred to the Public Works Committee for its information by Councillor Marland.

The current report from the Commissioner of Engineering and Works, dated February 14, 1984, is in response to the recommendation of the Public Works Committee which emanated from its discussions at its meeting held on September 19, 1983. The following recommendation as by General Committee on September 28, 1983, was adopted by Council on October 11, 1983:

- "(a) That the Commissioner of Engineering and Works prepare a report for the consideration of the Public Works Committee with respect to the following:
- (i) institution of a system of alternate side parking on certain roadways where a need for long term on-street parking is identified;
 - (ii) development of an experimental program for permit parking in specific areas taking into consideration costs, revenues, legal rights, etc.;
 - (iii) maps indicating the roadways designated for the programs set out in parts (i) and (ii);
 - (iv) additional staff which would be required for the implementation of the programs set out in parts (a) and (b);
- (b) That the Planning Department review current parking standards with respect to residential and commercial development and report back to the Public Works Committee by December 31, 1983, with recommendations to alleviate the problems outlined in the report dated May 18, 1983, from the Commissioner of Engineering and Works."

February 16, 1984

Item 3 (Continued)

In his latest report dated February 14, 1984, the Commissioner of Engineering and Works recommends:

- (1) That long term on-street parking be permitted on the following streets:
 - (a) South Millway - single side long term parking
 - (b) Townwood Court - alternate side long term parking
 - (c) Shelter Bay Road/Glen Erin Drive - single side long term parking
 - (d) Goreway Drive - single side long term parking
 - (e) Jaquar Valley Drive - alternate side long term parking
 - (f) John Street - one side long term parking
 - (g) Kirwin Avenue - east and north sides
 - (h) John Street North - double sided long term parking
 - (i) Inverhouse Drive and Lushes Drive - alternate side long term parking
 - (j) Winding Trail - single side long term parking
 - (k) Mississauga Valley Boulevard - single side long term parking
 - (l) Westminster Place - single side long term parking
 - (m) Darcel Avenue - single side long term parking
- (2) That long term on-street parking not be implemented on Franconia Drive.
- (3) That long term on-street parking not be implemented on Woking Crescent.
- (4) That an experimental program of permit parking be developed on Williamsport Drive east and north side from a point 117m (384 feet) west of Havenwood Drive (south leg) to a point 30 metres (100 feet) south of Gulleden Drive in accordance with the following criteria:
 - (a) Permits will be issued only for the number of spaces available on the roadway within the limits of the exempted area on a first-come, first-served basis.

When all space in an area, or on a street, has been allocated, waiting lists by priority of date will be maintained and permits will be issued in date order as space becomes available due to cancellations.
 - (b) A permit shall be issued to any owner or tenant of the premises who actually resides in said premises, provided in the opinion of the Commissioner, there is no parking space on the land where the owner or tenant resides and provided that where there is parking space on the land where owner or tenant resides, such parking space is not available to said owner or tenant and provided no more than one parking space shall be assigned to any owner or tenant.

February 16, 1984

Item 3, Subsection (4) Continued

- (c) Where there are parking spaces remaining after satisfying the provision of subsection (b) additional parking spaces shall be assigned to any owner or tenant who actually resides in said premises and there is no parking space located on the land where the owner or tenant resides.
- (d) Permits will be issued only for passenger vehicles and vans or light trucks which are the sole vehicle for family transportation and for the licence plate of the vehicle to the owner (no permits will be issued to vehicles used for commercial or recreation purposes). Any vehicle for which a permit is issued must not exceed 17' (5.2m) in length.
- (e) Permits will be issued semi-annually and will become due for renewal on January 1, and July 1.
- (f) Permit fee will be \$10 per month payable in a lump sum for the forthcoming 6-month period or portion thereof dependent upon the time of application.
- (g) Permit fee shall be non-refundable unless cancelled by the Corporation.
- (h) Permits are not transferable from one vehicle to another and are valid only for the vehicle and licence for which it was issued. A new permit must be applied for if a new vehicle is obtained.
- (i) Permits must be affixed to the lower left hand driver's side of the permitted vehicle's windshield. Permits are effective as soon as appropriate signs are erected on those streets authorized by Council.
- (j) When a permit is issued on a street name basis, subject to existing traffic regulations, permit holders may park only on authorized and signed sections of that particular street.
- (k) Those who have been issued permits must obey existing parking and/or stopping regulations i.e. No Parking and/or No Stopping signs, and other unsigned parking regulations such as:

No parking within 1 metre of a private entrance or driveway; no parking within 3 metres of a fire hydrant; no parking within 2 metres of the end of the curb radius at an intersection.
- (l) Only permit holders are permitted to park within the area designated for permit parking during the times indicated.
- (m) A permit may be revoked by the Corporation without refund after 14 days Notice to the permit holder should any vehicle be in disrepair and leaking oil or other fluids such that deterioration of the road surface may be caused.

February 16, 1984

Item 3 Continued

- (5) That the owners or tenants of numbers 1335, 1395 and 1455 Williamsport Drive be advised of the proposed implementation of a permit parking system for their area commencing on June 1, 1984, in accordance with the terms and conditions approved by Council.
- (6) That a follow-up report be prepared by the Commissioner of Engineering and Works after the completion of twelve months of operation commenting on the effectiveness of the experimental permit parking system on Williamsport Drive and whether permit parking throughout the City should be expanded, maintained or removed.
- (7) That the Commissioner of Building be requested to comment on staffing requirements for enforcement of the experimental permit parking system together with the expansion of the exemptions to the 3-hour parking limit if approved.
- (8) That funds in the amount of \$6,000.00 for the supply and installation of the necessary signs and posts for the long term parking (one side, both sides, alternate sides) as well as the permit parking be provided for in the 1984 Current Budget.
- (9) That a by-law be enacted to further amend Traffic By-law No. 444-79, to implement long term on-street parking in specific areas of the City of Mississauga.

F.06.04.02

C.03.03

RECOMMEND RECEIPT

4. Report dated February 14, 1984, from the Commissioner of Engineering and Works, on the use of calcium chloride in winter maintenance activities. This report was requested by Councillor Culham as a result of a letter dated January 27, 1984, received from Allied Canada Inc. on their CTS Concept which involves pre-treating sanding material.

In his report, the Commissioner advises that the City experimented with the use of liquid calcium chloride for winter maintenance in 1978 and the reports on his department's evaluation made at that time.

The Commissioner of Engineering and Works recommends:

That the City of Mississauga not utilize Calcium Chloride in their winter maintenance programme at this time.

F.05.03.01

RECOMMEND ADOPTION

February 16, 1984

5. Report dated February 14, 1984, from the Commissioner of Engineering and Works, on reconstruction of streets under the Local Improvement Act.

On September 12, 1983, as a result of receiving a petition from residents of Pathfinder Drive requesting the reconstruction of their street to curb and gutter standards and the undergrounding of the electric power lines, Council requested the Public Works Committee to consider a policy regarding reconstruction of streets under a local improvement program.

In his report, the Commissioner of Engineering and Works outlines the conditions which form part of the normal procedure if the work were to proceed under the Local Improvement Act, points out that the request of the residents is not in harmony with the Local Improvement Act and that sometime ago, the City abandoned undertaking works under the Local Improvement Act and instituted a planned programme for upgrading local streets.

The Commissioner concludes his report by recommending:

THAT the report submitted by William P. Taylor, Commissioner of Engineering and Works, dated February 14, 1984, regarding reconstruction of streets under the Local Improvement Act be received and forwarded to the representative of the petitioners, Mr. George Govan, 233 Pathfinder Drive, for his information and further discussion.

J.05.02
RECOMMEND ADOPTION

6. Report from the Commissioner of Engineering and Works on traffic safety in the Oakridge Community will be circulated at the meeting.

F.06.03.01

7. Summary of Unfinished Business relating to the Public Works Committee as of February 16, 1984.

A.03.04.06
RECOMMEND RECEIPT

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Mr. D. Culham

We are very concerned for the safety of our children. We have two children under six years of age with a third due in April, 1984. Assuming that most of the twenty four, four-bedroom homes that are being built in this development have at least two children, that makes approximately forty-eight children who will have to walk on the street to get to schools, friends, etc. The street is much too narrow to safely provide space for vehicular traffic, on-street parking and pedestrian traffic of forty-eight children plus adults.

We request that Mississauga City Council and Fieldgate Homes review the decision not to build sidewalks in this development. We feel very strongly that it is the responsibility of the City to ensure that in the interest of the safety of the residents and in particular, the children on this street, that the necessary sidewalks are constructed as part of this development.

You will note that a copy of this letter is also being sent to Fieldgate Homes (the builder) as well as the City Council.

We look forward to hearing from you regarding this matter.

Yours truly,

Dorothy Davies
J. Davies
John and Dorothy Davies

c.c. Fieldgate Homes
Mississauga City Council



2-3

December 1, 1983

P. W. DATE FEB 16. 1984

Mrs. D. Davies
590 Chantenay Drive
Mississauga, Ontario
L5A 1G2

Dear Mrs. Davies:

Thank you for your letter of November 17th indicating your displeasure that sidewalks were not provided on your cul-de-sac. I was mistaken to think that the developer was required to place a deposit for a sidewalk in the future. Originally sidewalks were required on all cul-de-sacs. However, because of citizen discontent with this, deposits were taken and sidewalks removed from plans as people moved in and voted accordingly. Subsequently, it was the policy that sidewalks would then be provided on one side only.

In my absence on Council in 1977-80 the policy was changed, (1977) that sidewalks would be provided on cul-de-sacs only where there was a connecting link sidewalk with a walkway to another street or park. On my return to Council, all of the issues that I had dealt with are on older subdivisions in which Financial Agreements were registered prior to that particular date. I will, however, send your letter onto Public Works Committee for discussion.

Yours truly,

David J. Culham
Councillor Ward 6

DJC:kd

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 1M2
TELEPHONE (416) 279-7600



City of Mississauga

MEMORANDUM

File: 11 141 00039
13 111 00003
11 161 00011

To CHAIRMAN AND MEMBERS OF
From W. P. TAYLOR
PUBLIC WORKS
ENGINEERING AND WORKS
Dept.

RECEIVED	
REGISTRY No.	1369
DATE	FEB 15 1984
FILE No.	F.06-04.02 C.03.03
CITY OF MISSISSAUGA ENGINEERING DEPARTMENT	

February 13, 1984.

REQUEST NOS. 235-82, 204-83, 28-83, 182-83

P. W. DATE FEB 16 1984

- SUBJECT: On-street Parking in Residential Zones
- SOURCE: Engineering and Works Department
- COMMENTS: Council on October 11, 1983 adopted the following recommendations:
- "(a) That the Commissioner of Engineering and Works prepare a report for the consideration of the Public Works Committee with respect to the following:
- (i) institution of a system of alternate side parking on certain roadways where a need for long term on-street parking is identified;
 - (ii) development of an experimental program for permit parking in specific areas taking into consideration costs, revenues, legal rights, etc.;
 - (iii) maps indicating the roadways designated for the programs set out in parts (i) and (ii);
 - (iv) additional staff which would be required for the implementation of the programs set out in parts (a) and (b);
- (b) That the Planning Department review current parking standards with respect to residential and commercial development and report back to the Public Works Committee by December 31, 1983, with recommendations to alleviate the problems outlined in the report dated May 18, 1983, from the Commissioner of Engineering and Works."

... 2 ...

COMMENTS: (Continued)

In response to Council's request, we are submitting this report outlining proposals for the institution of a system of alternate side long term parking and one or two side long term parking in selected areas where needs for this type of exemption have been determined; and one area to implement an experimental program of on-street permit parking.

(i) On-Street Parking

The Engineering Department is including in this report previous requests made for the exemption of the three-hour parking limit as follows:

(a) Single Family Residential

1. Memo from Councillor Skjarum dated November 1, 1982 to Mr. Keith Cowan, Building Department, regarding Franconia Drive.

Franconia Drive - homes which are situated on this 28' residential street have 50-60' lots, with garages and driveways capable of storing 2-3 and sometimes 4 vehicles. If additional parking on-site is required it can be developed in most instances by widening the driveways on private property. The Engineering Department cannot support creating long term on-street parking in residential areas where there are single, semi-detached or link dwellings where there usually exists at least 2 and in some instances more than 2 on-site spaces available and where room is available for additional vehicles by widening driveways on private property as is the situation on this street.

2. Memorandum from Councillor Culham dated January 19, 1984, to W. P. Taylor, Commissioner of Engineering, regarding a request from Mrs. S. Collis of 2374 Woking Crescent requesting relief from the three-hour parking limit.

The Engineering Department has reviewed this request and cannot recommend creating long-term parking on Woking Crescent. It is our opinion that it is feasible to widen the driveway sufficiently to permit the parking of an additional vehicle in the driveway. This would require widening on both sides of the driveway and the relocation of a small driveway light.

3-3

- 3 -

COMMENTS: (Continued)

(b) Multiple Family Residential Areas

These areas have been selected from our files where 200% or less on-site parking is available or where a specific report request has been received. The Engineering Department feels it would be appropriate at this time to consider for the implementation program, only those areas which have less than 200% on-site parking available or where specific requests have been received indicating problems exist despite the fact that over 200% on-site parking exists.

We are suggesting that developments having in excess of 200% parking and where no requests have been received be considered at a later date after the effectiveness of the program has been assessed and if requested at that time. We have no objection to an on-going addition of developments to the program where less than 200% on-site parking is available as these areas are brought to our attention subject to the implementation being feasible for that particular area, and on the assumption that these areas do not have reasonable potential for development of additional off-street parking facilities.

Maps of each location that will be discussed below are attached for reference of the areas to be exempted from the 3-hour parking limit.

1. Letter October 25, 1982, to By-Law Enforcement from Peel Non-Profit Housing Corporation re 2250 South Millway, Senior Citizens Home.

The areas being recommended for long term on street parking are as follows:

South Millway from 15 metres north of Collegeway to 15 metres south of the east/west leg of South Millway

South Millway from 15 metres west of the north/south leg of South Millway to 116 metres east of the west limit of South Millway.

This long term on-street parking is being provided on one side of South Millway to respond to a request for this exemption from the Peel Non-Profit Housing Corp. in their letter of October 25, 1982. They suggest on-site parking does not exist to accommodate visitors who stay overnight at the senior citizens' home.

... 4 ...

COMMENTS:

The north-south section of South Millway immediately north of The Collegeway is 4 lanes wide and can accommodate long term parking on the west side across the frontage of the senior citizens home. The east-west section of South Millway is 32' wide and can accommodate parking on the south side adjacent to the development. Since only the senior citizens' home is being served by long term parking and there is no development on the opposite side of the road, single sided parking is being recommended.

2. Report Request 28-83 petition from residents on Townwood Court.

The area being recommended for long term on street parking is as follows:

Townwood Court - from 15 metres east of Windwood Drive to 15 metres north of the south limit of Townwood Court.

These townhouses have 200% on-site parking (1 space garage and 1 in driveway), however, on-site evaluation indicated an on-street parking problem and it is an ideal location to develop alternate side parking.

3. 6680 Shelter Bay Road - letters from Audrey Partridge, Board of Directors of The Meadows Co-operative Homes Inc., Sept. 16/81, Jan. 8/82.

6680 Shelter Bay Road

Glen Erin Drive - west side from 15m south of Shelter Bay Road to a point 77m southerly thereof. South side of Shelter Bay Road from 85m west of Glen Erin Drive to a point 30m westerly thereof.

A request is on record from the Meadows Co-Operative Homes Inc. for long term on-street parking for the following reasons noted in a letter from Audrey Partridge, September 16, 1981:

- there are more than 2 vehicles per household,
- it is necessary to use the garage for storage,
- commercial vehicles are brought home.

COMMENTS: (Continued)

Although more than 200% off-street parking exists on this site, for the reasons stated above there appears to be a need for additional off-site parking. On-street long term parking can be accommodated on the south side of Shelter Bay Road across the frontage of Meadows Co-Op Homes, however, due to the need to post a 50' corner restriction and the existing bus stop, only approximately 5 vehicles can be accommodated. Additional parking can be provided on the west side of Glen Erin Drive across this site's frontage. Rush hour traffic volumes are not such at this time that southbound vehicles on Glen Erin Drive would be severely impeded. At present, the west side of Glen Erin Drive between Gananoque Drive and Derry Road, and the east side of Glen Erin Drive between Shelter Bay Road and Gananoque Drive is used for long term parking for two of the existing sites where the three-hour limit has been exempted and no problems have occurred in these areas. It should be noted however, in the event that traffic volumes increase to the point where rush hour traffic is interfered with, a rush hour prohibition will have to be implemented Mon. to Fri. similar to the proposal for Goreway Drive, discussed previously in this report.

4. Memo to the Engineering Department from Councillor McKechnie, May 20/83 re Peel Condominium 3, 7440 Goreway Drive.

7440 Goreway Drive, Peel Condominium No. 3

The Engineering Department has reservations about allowing long term on-street parking on major multi lane roadways mainly for the reason of obstruction to traffic especially during rush hours. Major roads have been constructed with multi lanes to handle the increased traffic volumes in an expeditious manner and encumbering 1 lane would create increased accident potential, serious delays and hazards more so during peak conditions. In some instances there is a possibility of allowing long term on-street parking due to night time traffic volumes being

COMMENTS: (Continued)

significantly reduced and in this instance on Goreway Drive this possibility exists. Since these situations present a different problem, the hours of the permissive long term parking would have to be restricted to night time and weekends. We feel parking should be prohibited during the daytime especially during the peak hours. There may be instances where 3-hour limit parking can be permitted between a.m. and p.m. peak periods. In this case, the Engineering Department's recommendation would be to allow long term on-street parking from 7p.m. - 7a.m. and all day Saturday, Sunday and holidays while prohibiting parking at any time on the west side of Goreway Drive and across the frontage of this development east side between 7-9a.m. and 4-6p.m. Monday-Friday. The standard 3-hour limit will remain in effect between 9a.m. and 4p.m. Monday-Friday.

5. a) Report Request #235-82 parking problems on Jaquar Valley Drive initiated by Councillor L. Taylor.

Jaquar Valley Drive

The areas being recommended for long term on street parking are as follows:

Jaquar Valley Drive from 15 metres north of Kirwin Avenue to 15 metres south of John Street.

Alternate side parking is being proposed for this section of Jaquar Valley Drive.

Alternate side parking can be provided on Jaquar Valley Drive within the limits shown.

5-1

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COMMENTS: (Continued)

5. b) Kirwin Avenue between Hurontario Street and Dundas Street - request from Councillor Taylor.

Parking is presently prohibited on the entire south and west sides of Kirwin Avenue between Dundas Street East and Hurontario Street. It is proposed to permit long term on street parking in the following areas:

1. South side of John Street from 57 metres west of Jaquar Valley Drive to a point 55 metres east of Little John Lane (excluding 15 metre corner prohibitions).
2. East side of Littlejohn Lane from a point 15 metres south of John Street and a point 73 metres southerly thereof.
3. North and East sides of Kirwin Avenue as shown on the attached drawing. It is proposed to prohibit parking adjacent to private accesses on Kirwin Avenue to maintain adequate sight distance for vehicle existing from the driveways. Also parking will be prohibited on the west side of Littlejohn Lane on the opposite side from the permitted long term parking to maintain two way traffic flow.

The permitting of long term parking on Kirwin Avenue will have to be reviewed from time to time as traffic volumes on Kirwin Avenue increase.

... 8 ...

COMMENTS: (Continued)

6. Request #182-83 parking problems on John Street North (Port Credit) initiated by a contact by Mr. Veri to the Clerks Department and a subsequent memo from the Clerks Department to the Engineering Department.

The areas recommended for long term on street parking are as follows:

John Street North from 40 metres north of Lakeshore Road West to 60 metres northerly thereof.

We are not proposing alternate side parking on John Street North since the road is 4 lanes wide which accommodates 2 driving lanes and 2 curbside parking lanes. Also there are an unequal number of spaces in the opposing sides and this does not lend itself to the establishment of alternate side parking. To maximize on-street parking we recommend both sides be exempted from the 3-hour limit as illustrated on the plan.

The following areas have been identified from the list of approximately 50 locations prepared by the Parking Control Section and reviewed by the Engineering Department.

a) Inverhouse Drive/Lushes Avenue

The recommended areas for long term on street parking are as follows:

Inverhouse Drive from 65 metres south of Lakeshore Road to 85 metres north of Bonnymede Drive.

Lushes Avenue from 15 metres west of Inverhouse Drive to 7 metres east of the west limit of Lushes Avenue.

3-9

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COMMENTS: (Continued)

Alternate side parking is proposed with one side permitting parking between 7p.m. and 7a.m. while the other side is prohibited between these same hours so that two way traffic can be maintained. The reverse situation will take place during the hours of 7a.m. and 7p.m. thus creating the alternate side long term on-street parking. This alternate side parking will be effective 7 days a week.

The attached plan and legend indicates the times and sides parking will be permitted and prohibited.

- b) Winding Trail from 50 metres west of Dixie Road to Silver Spear Road (south side only).

This area of Winding Trail is a candidate for one-sided parking only due to the park on the north side. We propose an exemption to the 3-hour limit in the area indicated on the plan.

Existing 'No Parking Anytime' signs exist on the park side (north) to keep this area clear of parked vehicles for safety purposes. This rules out establishing this area as alternate side parking.

- c) Mississauga Valley Boulevard from 60 metres north of Elm Drive to 30 metres west of Cooksville Creek (east & south sides)

Since the areas defined as problem locations for on-street parking are on the south and east sides of Mississauga Valley Boulevard, we do not feel alternate side parking is required. Many on-street spaces can be provided in the illustrated area on one side which should meet the demand for long term parking.

Furthermore, the width of the road being 4 lanes and the fact that only developments on the south and east side of Mississauga Valley Boulevard are being accommodated for long term on-street parking suggests that alternate side parking would not be appropriate in this area.

COMMENTS: (Continued)

- d) Westminster Place from 25 metres north of Rathburn Road East to 15 metres northerly thereof, then from a point 70 metres north of Rathburn Road East to a point 45 metres northerly thereof.

A similar problem exists at the Senior Citizens' Home on Westminster Place for accommodation of long term on-street parking. The road width is sufficient to allow long term on-street parking across the frontage of Westminster Place and one-sided long term on-street parking is being recommended. The Engineering Department has no objection to the provision of long term parking on Westminster Place as illustrated on the attached plans.

- e) Darcel Avenue from 15 metres north of Etude Drive to 120 metres south of Delaport Drive (west side)

Alternate side parking is not practical in this area since the east side of Darcel Avenue has single family dwellings on the east side therefore one sided long term parking is proposed.

The width of the road is the standard local street width of 28' and can accommodate parking on only one side so as to allow two driving lanes.

- (ii) Permit Parking - It is suggested that the area for the permit parking experiment be Williamsport Drive on the north side of south leg from a point 117 metres west of Havenwood Drive to a point 274 metres west of Havenwood Drive on the south side of north leg.

The area is adjacent to numbers 1335, 1395 and 1455 Williamsport Drive which exhibited the provision of lowest on-site parking (118%).

5-11

COMMENTS: (Continued)

The area is outlined in the attached sketch. As noted in the sketch, the inside of the curve is being proposed for the exemption of the 3-hour parking limit by permit since it abuts the 3 addresses on Williamsport where the on-site parking problem exists. While it has not generally been the practice to allow parking on the inside of curve for sight line purposes, the Engineering Department feels in this instance there is only 1 driveway affected by the curve and prohibiting parking in the vicinity of the driveway will improve sight lines for exiting motorists. We also propose to prohibit parking at anytime around the outside of the curve so that two way unobstructed traffic can be maintained and to paint an offset centre line to guide motorists around the curve.

'No Parking' signs exist on the north side of the south leg of Williamsport and the north side of the north leg of Williamsport. The signing will have to be adjusted to prohibit parking on the outside of the curve and allow long term parking on the inside of the curve.

The portion of Williamsport Drive adjacent to No. 1335, 1395 and 1455 can accommodate 49 spaces. It is recommended that an area to accommodate 30 permit parking spaces be established initially with the remaining area having a 3-hour limit. This number of spaces may have to be expanded if the demand requires. To prevent haphazard parking and to ensure that all spaces will be utilized, we recommend the painting of the stalls.

In instituting a permit parking system we feel that the rules of the game should be clearly established and suggestions in this regard are listed below:

- (a) Permits will be issued only for the number of spaces available on the roadway within the limits of the exempted area on a first-come, first-served basis.

COMMENTS: (Continued)

When all space in an area, or on a street, has been allocated, waiting lists by priority of date will be maintained and permits will be issued in date order as space becomes available due to cancellations.

- b) A permit shall be issued to any owner or tenant of the premises who actually resides in said premises, provided in the opinion of the Commissioner, there is no parking space on the land where the owner or tenant resides and provided that where there is parking space on the land where owner or tenant resides, such parking space is not available to said owner or tenant and provided no more than one parking space shall be assigned to any owner or tenant.
- c) Where there are parking spaces remaining after satisfying the provision of subsection (b) additional parking spaces shall be assigned to any owner or tenant who actually resides in said premises and there is no parking space located on the land where the owner or tenant resides.
- d) Permits will be issued only for passenger vehicles and vans or light trucks which are the sole vehicle for family transportation and for the licence plate of the vehicle to the owner (no permits will be issued to vehicles used for commercial or recreation purposes). Any vehicle for which a permit is issued must not exceed 17' (5.2m) in length.
- e) Permits will be issued semi-annually and will become due for renewal on January 1, and July 1.

The Engineering Department will mail all permit holders a renewal application card to the address on the current file. This application card, correctly completed should be returned by mail with pre-payment before the next permit parking period begins. Failure to renew a permit promptly may result in an existing permit holder being displaced by a new applicant from the waiting list.

- f) Permit fee will be \$10 per month payable in a lump sum for the forthcoming 6-month period or portion thereof dependent upon the time of application.

3-13

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COMMENTS: (Continued)

- g) Permit fee shall be non-refundable unless cancelled by the Corporation.
- h) Permits are not transferable from one vehicle to another and are valid only for the vehicle and licence for which it was issued. A new permit must be applied for if a new vehicle is obtained.
- i) Permits must be affixed to the lower left hand driver's side of the permitted vehicle's windshield. Permits are effective as soon as appropriate signs are erected on those streets authorized by Council.
- j) When a permit is issued on a street name basis, subject to existing traffic regulations, permit holders may park only on authorized and signed sections of that particular street.
- k) Those who have been issued permits must obey existing parking and/or stopping regulations i.e. No Parking and/or No Stopping signs, and other unsigned parking regulations such as:

No parking within 1 metre of a private entrance or driveway; no parking within 3 metres of a fire hydrant; no parking within 2 metres of the end of the curb radius at an intersection.
- l) Only permit holders are permitted to park within the area designated for permit parking during the times indicated.
- m) A permit may be revoked by the Corporation without refund after 14 days Notice to the permit holder should any vehicle be in disrepair and leaking oil or other fluids such that deterioration of the road surface may be caused.

... 14 ...

COMMENTS: (continued)

Implementation

(i) On-Street Parking

With respect to the system of alternate, single and double side long term on-street parking, these can be instituted in short order subject to approval of the necessary by-law amendments and provision of signing.

In conjunction with the new locations being submitted for approval of long term on-street parking, the Engineering Department recommends that all existing areas where the three hour maximum limit has been exempted be incorporated into the new system of exemptions with appropriate signing so that consistency can be maintained on a City-wide basis. Each of the existing locations which have been exempted from the maximum 3 hour limit are one-sided at present and it is proposed to maintain the current set-up for each location and sign them similar to the other locations being proposed for one-sided long term on-street parking. The implementation by-law will contain the necessary amendments to effect this change.

(ii) Permit Parking

The finalizing and setting up of a permit parking system will take a period of time subsequent to the approval and adoption of this report by Council.

It suggested that the residents and tenants of the properties affected be advised of the proposed permit parking system and that the permit parking system will be implemented as of June 1, 1984.

Special forms will have to be made up, and attempts will be made to computerize the system similar to the system used by the City of Toronto. Since this is an experimental system and no one knows at this time whether it will be maintained, extended or discontinued, it may be advisable to proceed with a manual system if administration costs will be less with a manual operation.

... 15 ...

3-15

- 15-

COMMENTS: (Continued)

The necessary by-law to implement the permit parking system as well as to provide a new fine for unauthorized parking in the permit parking zone will also have to be prepared if the permit parking system is subsequently approved.

(iii) Staffing

We have also been asked to comment on staffing requirements for implementation of a system of alternate side, single and double sided long term on-street parking and permit parking. At the present time existing staff will handle the implementation of the parking systems and if a permit parking system will be expanded in the future we foresee that at least one additional staff member will be required to administer the program. We do not see at this time that 100% of that person's duties would be required for permit parking. The balance of time will be dedicated to other traffic engineering duties for which there is a present need.

With respect to possible additional staff required by parking control, the Commissioner of Building should review and comment on that subject. The appropriate by-laws to implement alternate and single/double sided long term on-street parking as well as permit parking are attached for approval subject to the adoption of this report.

It is essential that the parking be controlled by by-law enforcement in order to assure that the proposed program is effective.

... 16 ...

COMMENTS: (Continued)

Finally, it should be pointed out that snow plowing operations in either areas of permit parking or long term on-street parking will be a problem with the plowing in of parked cars. The City cannot get involved in assisting the owners to get cars dug out after major plowing operations..

RECOMMENDATIONS:

1. That long term on-street parking be permitted on the following streets:
 - (a) South Millway - single side long term parking
 - (b) Townwood Court - alternate side long term parking
 - (c) Shelter Bay Road/Glen Erin Drive - single side long term parking
 - (d) Goreway Drive - single side long term parking
 - (e) Jaquar Valley Drive - alternate side long term parking
 - (f) John Street - one side long term parking
 - (g) Kirwin Avenue - east and north sides
 - (h) John Street North - double sided long term parking
 - (i) Inverhouse Drive and Lushes Drive - alternate side long term parking
 - (j) Winding Trail - single side long term parking
 - (k) Mississauga Valley Boulevard - single side long term parking
 - (l) Westminster Place - single side long term parking
 - (m) Darcel Avenue - single side long term parking
2. That long term on-street parking not be implemented on Franconia Drive.
3. That long term on-street parking not be implemented on Woking Crescent.
4. That an experimental program of permit parking be developed on Williamsport Drive east and north side from a point 117m (384 feet) west of Havenwood Drive (south leg) to a point 30 metres (100 feet) south of Gulleden Drive in accordance with the following criteria:

3-17

- 17 -

RECOMMENDATIONS: (Continued)

- a) Permits will be issued only for the number of spaces available on the roadway within the limits of the exempted area on a first-come, first-served basis.

When all space in an area, or on a street, has been allocated, waiting lists by priority of date will be maintained and permits will be issued in date order as space becomes available due to cancellations.

- b) A permit shall be issued to any owner or tenant of the premises who actually resides in said premises, provided in the opinion of the Commissioner, there is no parking space on the land where the owner or tenant resides and provided that where there is parking space on the land where owner or tenant resides, such parking space is not available to said owner or tenant and provided no more than one parking space shall be assigned to any owner or tenant.
- c) Where there are parking spaces remaining after satisfying the provision of subsection (b) additional parking spaces shall be assigned to any owner or tenant who actually resides in said premises and there is no parking space located on the land where the owner or tenant resides.
- d) Permits will be issued only for passenger vehicles and vans or light trucks which are the sole vehicle for family transportation and for the licence plate of the vehicle to the owner (no permits will be issued to vehicles used for commercial or recreation purposes). Any vehicle for which a permit is issued must not exceed 17' (5.2m) in length.
- e) Permits will be issued semi-annually and will become due for renewal on January 1, and July 1.
- f) Permit fee will be \$10 per month payable in a lump sum for the forthcoming 6-month period or portion thereof dependent upon the time of application.

... 18 ...

RECOMMENDATIONS: (Continued)

- g) Permit fee shall be non-refundable unless cancelled by the Corporation.
- h) Permits are not transferable from one vehicle to another and are valid only for the vehicle and licence for which it was issued. A new permit must be applied for if a new vehicle is obtained.
- i) Permits must be affixed to the lower left hand driver's side of the permitted vehicle's windshield. Permits are effective as soon as appropriate signs are erected on those streets authorized by Council.
- j) When a permit is issued on a street name basis, subject to existing traffic regulations, permit holders may park only on authorized and signed sections of that particular street.
- k) Those who have been issued permits must obey existing parking and/or stopping regulations i.e. No Parking and/or No Stopping signs, and other unsigned parking regulations such as:

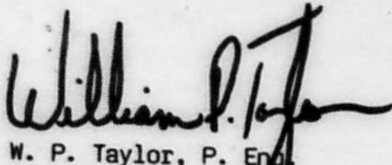
No parking within 1 metre of a private entrance or driveway; no parking within 3 metres of a fire hydrant; no parking within 2 metres of the end of the curb radius at an intersection.
- l) Only permit holders are permitted to park within the area designated for permit parking during the times indicated.
- m) A permit may be revoked by the Corporation without refund after 14 days Notice to the permit holder should any vehicle be in disrepair and leaking oil or other fluids such that deterioration of the road surface may be caused.

3-19

- 19 -

RECOMMENDATIONS: (Continued)

5. That the owners or tenants of numbers 1335, 1395 and 1455 Williamsport Drive be advised of the proposed implementation of a permit parking system for their area commencing on June 1, 1984, in accordance with the terms and conditions approved by Council.
6. That a follow-up report be prepared by the Commissioner of Engineering and Works after the completion of twelve months of operation commenting on the effectiveness of the experimental permit parking system on Williamsport Drive and whether permit parking throughout the City should be expanded, maintained or removed.
7. That the Commissioner of Building be requested to comment on staffing requirements for enforcement of the experimental permit parking system together with the expansion of the exemptions to the 3-hour parking limit if approved.
8. That funds in the amount of \$6,000.00 for the supply and installation of the necessary signs and posts for the long term parking (one side, both sides, alternate sides) as well as the permit parking be provided for in the 1984 Current Budget.
9. That the attached draft by-law to implement long term on-street parking amending by-law 444-79, as amended be approved.


W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

/edm

0059E/15E



City of Mississauga

4-1

MEMORANDUM

Files: 12 111 00001
12 111 00015
11 141 00039
12 241 84018

RECEIVED

To: Chairman and Members of the
Public Works Committee
From: Mr. William P. Taylor, Commissioner
Engineering and Works

REGISTRY No. 1370
DATE FEB 15 1984

FILE No. F.05.03.01

P. W. DATE FEB. 16. 1984

CLERK'S DEPARTMENT

February 14, 1984

SUBJECT:

Use of Calcium Chloride in Winter Maintenance Activities.

ORIGIN:

Councillor Culham, Chairman of Public Works Committee.

COMMENTS:

Councillor Culham has requested that we comment on the use of Calcium Chloride and its effectiveness for winter maintenance activities.

Back in 1978 we experimented with the use of liquid Calcium Chloride for winter maintenance. The material we tried was the liquid Calcium Chloride and we attempted to evaluate it on the basis of the following three criteria:

1. The speed of the melting action in order to achieve bare pavement on arterial roadways.
2. Does the use of Calcium Chloride significantly reduce the use of Sodium Chloride?
3. What effect does it have on overall costs?

A tank was erected in the Works Department with a pump and spray unit at Mavis Road and the Sodium Chloride was sprayed for the winter season of 1978/79. Following that winter season it was felt that the tests were not conclusive one way or the other in trying to arrive at whether to discontinue entirely or to expand it and further tests were undertaken in the 1979/80 and 1980/81 winter seasons. The consensus of opinion was as follows:

1. There was no significant increase in the speed at which bare pavement was achieved by the use of Calcium Chloride.
2. Calcium Chloride treated salt had a tendency to leave a greasy condition on the pavement far longer than what was being experienced by the use of Sodium Chloride alone.
3. It should be pointed out, however, that the use of Calcium Chloride is much more effective when Sodium Chloride is being used at extremely low temperatures. However, due to the fact that we are close to the Lake and generally experience temperatures above 20 degrees F. when salting the effectiveness of the use of Calcium Chloride is reduced.

42

Chairman and Members of the
Public Works Committee
February 14, 1984
Page 2

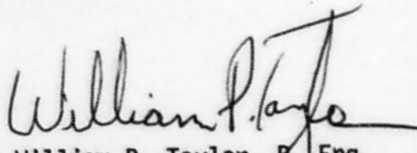
Subject: Use of Calcium Chloride in
Winter Maintenance Activities

- COMMENTS - cont'd.
4. It was also our opinion that Calcium Chloride was much more corrosive than Sodium Chloride as far as the trucks and wiring are concerned, however, we have really no statistics to back this up and the Calcium Chloride supplier would certainly not concur with the statement.
 5. There is no question that Calcium Chloride assists the Sodium Chloride in speeding up the chemical action causing heat and causing melting, however, the problem is that of determining whether or not the additional money is worth it and as previously stated we are very doubtful in this type of climate (fairly moderate winters) as to the viability and economic feasibility of the use of Calcium Chloride.
 6. For your information, out of a survey of 18 Towns and Cities six are still regularly using the product, 12 have used it and are no longer using it. We also understand that the Ministry of Transportation and Communications has conducted a testing project with the use of flake Calcium being mixed with sand during the 1982/83 winter season and results of that experiment did not justify the adoption of Calcium treated sand for Ministry use. The process required more elaborate preparations involving additional costs for storage and mixing.

In fairness it should also be pointed out that this may not necessarily apply to a City operation which has a lower level of service and low speed traffic and almost constant weather conditions.

RECOMMENDATION: That the City of Mississauga not utilize Calcium Chloride in their winter maintenance programme at this time.

AEM:dw


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday

**Allied
Chemical**

A Division of
Allied Canada Inc.
201 City Centre Drive
Mississauga, Ontario L5B 3A3
(416) 276-9211

January 27, 1984

P. W. DATE FEB 16, 1984

City of Mississauga
1 City Centre Drive
Mississauga, Ontario

Attention: Councillor Culham

Mr. Culham:

RE: THE CTS CONCEPT

In response to your request for information on the "CTS Concept", I have compiled a series of literature and clippings outlining the use and benefits of this system (enclosed).

I would also like to take this opportunity to briefly expand on the background of this maintenance program.

CTS

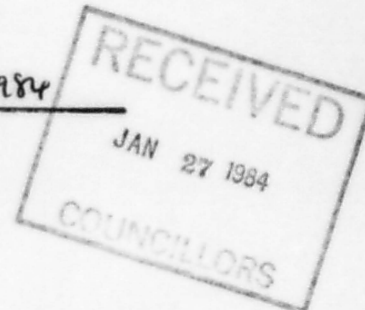
- C - Caltreat (35% liquid Calcium Chloride)
- T - Treated
- S - Sand/Salt mixtures

Several years ago while trying to develop a more cost efficient method of winter maintenance, the Region of Durham and Town of Ajax experimented with mixtures of Sand/Salt/Calcium Chloride. This system has become the sole method of winter Snow and Ice Control in these areas. The standard mixture developed is as follows:

- Sand - 70-75% Weight.
- Salt - 25-30% Weight (flucuations are due to traffic: local).
- Caltreat 6 gal./ton.

This material is mechanically premixed in the fall, and stockpiled in domes for use throughout the winter. As with the levels of salt the application rates vary with the desired level of service and local weather/traffic conditions.

Cont'd...



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-2-

City of Mississauga

January 27, 1984

The areas using the CTS System have determined there are various benefits to be had.

Saves Money

- reduces cost application (salt being more expensive than the blend)
- prewetting causes the material to adhere to road where it will do the most good.
- frequency of application has been reduced because the material stays on the road.
- because of lower application rates as compared with other sand/salt blends, they have been able to expand route lengths.

Better Material Management

- The CTS mixture is the only one used, therefore, eliminating the decision of whether to use straight salt, or a blend of sand/salt in various ratios.

Convenience

- Calcium Chloride is a more effective freeze proofing agent than salt and virtually eliminates all lumping, frozen sections, in the stock pile.
- no onsite mixing during a storm (sand/salt) simply load and go, as the material is already premixed: stockpiled.

Safety

- The sand in the CTS blend provides traction under all weather conditions and temperatures.

These are some benefits which have been brought to our attention. If you wish to discuss the actual programs with the Municipalities involved, you could contact:

Region of Durham	- (416) 668-7721
Keith Middleton	- Maintenance Engineer
Wayne Andrews	- Maintenance Technician
Town of Ajax	- (416) 683-4550
Harold Carmichael	

Cont'd...

4-5

-3-

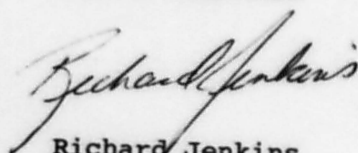
City of Mississauga

January 27, 1984

I hope you will find the information enclosed
informative, and look forward to discussing the CTS Program
with you.

Yours truly,

ALLIED CHEMICAL



Richard Jenkins
Highway Products

RJ:hf
Encl.

Bulletin

4-6

HOW THE CTS CONCEPT * BENEFITS THE PUBLIC

Those responsible for maintaining the roads which serve your readers have used the C.T.S. Concept while preparing their winter requirements of sand.

This concept which prescribes the pre-wetting of the sand with Caltreat - liquid Calcium Chloride has many benefits to the road maintenance manager. However, these benefits are shared by the motorists using the roads, especially those who are paying taxes for road maintenance.

The following summary demonstrates the manner by which pre-wetted sand improves its performance and the benefits which the motorist and the taxpayer can expect from its use.

- On highway application, pre-wetted sand clings better to ice and snow. It reduces bouncing and resists wind blow-off substantially.

BENEFITS: Better tire traction
Safer motoring
Savings in cost of sand

- Sand is pre-wetted with Caltreat while still in municipal stockpiles during late fall and early winter when maintenance schedules are less active. Application at the time of unpredictable winter storms, therefore, is speeded up.

BENEFITS: Tax dollar savings in man-hours and possible overtime costs.

Faster attention to snow and ice-covered roadways in bleak storm conditions.

..... continued

4-7

-2-

- Because of better adherence to roads by pre-wetted sand, records indicated coverage of materials is extended by as much as 30%.

BENEFITS: Savings on sand requirements.

Savings on costly fuel thru' reduced vehicle passes.

Savings on equipment wear and tear.

Savings possible on man-hour costs.

Reduces spring clean up costs.

- With main thoroughfares covered more thoroughly and faster, maintenance vehicles become available sooner for sanding manoeuvres on secondary roads and residential streets.

BENEFITS: Faster return to bare pavement for tax payers.

Greater access to the entire community for police, fire, ambulance emergency vehicles.

More information may be obtained by contacting the Allied Representative, or contacting the Regional Manager - Highway Products at 416-276-9211.

Business Card:

Plan cou \$60 milli energy y

By Sid Rodaway

A relatively simple energy co
Mississaugans \$60 million a year i
lion a year in the 1990s was presen
last night. The plan was prepared l
gy experts and concerned citizens.

"This is a blueprint to make i
efficient in Canada," said Bruce
Mayor's Task Force on Energy
man-hour study would have cost

Durham saves on road salt

Durham Region is diluting the salt
it spreads on roads this winter, sav
ing auto bodies, the environment and
more than \$20,000 for the region's
public works department.

Road crews will use less of the
corrosive pollutant by spreading a
chemically treated mixture of salt —
less than in previous years — and
sand, said Keith Middleton of the
public works department.

The chemical, a solution of calci
um chloride and water, presents the
same hazards as salt but Middleton
said a small amount of the chemical
will have the same effect as a larger
amount of salt.

The liquid is more effective than
salt when the temperature is be
tween zero and 15 degrees F, he said.
It also "glues the salt and sand down
to the road," which will reduce the
loss of salt over road shoulders.

By cutting the amount of road salt,
Middleton said it is logical to assume
there will be less damage to cars and
the environment. Salt causes corro
sion of cars, kills roadside vegetation
and pollutes waterways.

Durham Region roads will be as
safe as they've been during previous
winters, Middleton said. Public
works has experimented with calci
um chloride for several years, and
Middleton said "we know it works."

Brampton tot dies of crash injuries

A three-year-old Brampton girl

TUESDAY,
November 24, 1981
25 cents

METRO WEATHER
Mainly sunny tomorrow.
High 4 Celsius. Low tonight
-5C. Details, A2.

Toronto Star



Making its move: The 121-year-old Commercial Ho
tel, was wheeled yesterday to a new location whe
er hospitality to the public. The slow trip, shown al

Jxbridge Comn

Lynne Ainsworth
ronto Star special
Jxbridge's oldest and only re
ining hotel got a new lease on
yesterday when the two-storey
pboard inn was wheeled down
street to a new location.

It's been more than a century
ce the 121-year-old Commercial
tel served as a lodging house, but
it isn't stopping its new owner

For \$1 down, and
ing expenses, Tina
hotel from demol
property was boug
senior citizens' apa

In 1860, when i
Commercial was
hotels, including t
repute, serving t
about 50 miles
northeast of Toron



New winter formula

Hastings County roads in the Foxboro district, will be dusted with a new sand mix this winter. Herb Parkinson, chemical company sales representative, was on hand Thursday when calcium chloride was

pumped into sand, reducing the need for road salt. County officials will weigh the results during cold weather months.
(Photo - Harry Mulhall)

County tests new formula to reduce slippery roads

By HARRY MULHALL
Staff Reporter

Hastings County officials this winter will weigh the effectiveness of a new formula for sanding and salting roads.

The sand will stay. The salt is being switched.

Salt is sodium chloride. Being introduced into the sanding mix is calcium chloride.

It will be tried on county roads outside Belleville. If the trial period proves claims made for the change, it could cut costs of winter maintenance for Hastings.

There will also be that much less chloride in the environment, says Herb Parkinson, sales representative for supplier Allied Chemical Ltd., of Mississauga.

The benefits, says Parkinson, derive from the fact less calcium chloride is required than salt.

Introduced into the sand through liquid solution, the calcium adheres to the road surface, keeping sand in place so it's not dusted off by wind or traffic.

It will stay in place until the next snowstorm, says Parkinson.

This also cuts down on the volume of sand needed for road control. Less chloride means less corrosion for vehicles.

It's also more effective in melting through ice in bitterly cold weather. Calcium chloride still works at temperatures below zero fahrenheit. Salt is effective to 15 degrees fahrenheit, the sales representative said.

The mix has been in use with a number of municipalities for some time—among them Frontenac and Lennox and Addington counties and Durham Region.

Cost studies done in Frontenac estimated savings of 25-30 per cent on winter road maintenance, said Parkinson.

The calcium chloride was pumped into the county's local winter sand supplies at its Foxboro work yard Thursday and today.

Frank Pinder, county engineer, estimated cost of road salt supplies runs about \$50,000 a year.

BELLEVILLE, ONTARIO, FRIDAY, NOVEMBER 6, 1981

The Intelligencer

4-9

Oshawa motorists may benefit from sand and salt mixture experiment

By Joe Konecny
Staff Writer

No motorist likes to be reminded that winter is on its way, but there's no avoiding it.

Each day as winter approaches, there's an increasing need to switch on car heaters. Weather warnings have forced some people to start thinking about snow tires.

Yet Ajax-area residents face a lesser threat of being inconvenienced by winter road conditions thanks to a new concept of service for the motoring public.

And there's a good chance Oshawans and other Durham Region residents will eventually share the good fortune, especially since the concept cuts the use of sand and salt in half.

For the past six years, the Ajax depot of the regional public works department has experimented with a new concept of applying sand and salt to slippery roads.

The concept involves mixing calcium chloride with sand and salt before they're applied to the problem.

"The calcium chloride makes the sand or salt stick to the road," says Richard Jenkins, a salesman for Allied Chemical Canada Ltd., the company that's promoting the concept here.

"It makes the sand and salt stay where it's most needed."

Keith Middleton, regional maintenance manager, says the concept has offered promise in each of the Ajax depot's six phases of testing.

In the initial stages of the experiment, he says, the contents of individual sand and salt trucks were sprayed with the liquid calcium chloride.

Each year, the scale of tests was broadened and this year the Ajax depot's entire stock of sand and salt is being treated with calcium chloride.

"This has been a king-sized experiment and this is the final phase," says Mr. Middleton.

"After a winter's trial, perhaps it will be implemented in other districts."

Wayne Andrews, the Region's maintenance technician, says the 5,000 metric tonnes of sand and 1,700 metric tonnes of salt currently in stock at the Ajax depot will make life easier for motorists well into April.

The sand and salt are being mixed with about 125,000 litres of calcium chloride, he says. The depot spreads the final product over 120 miles of road, with 60 per cent of that area being in urban districts including parts of Oshawa.

"The concept saves a lot of decision-making on the part of sand truck operators," says Brian Tatchell, the depot superintendent.

Now operators won't have to decide whether to use either sand or salt when certain road conditions exist, because the road treatment material will be pre-mixed, he says.

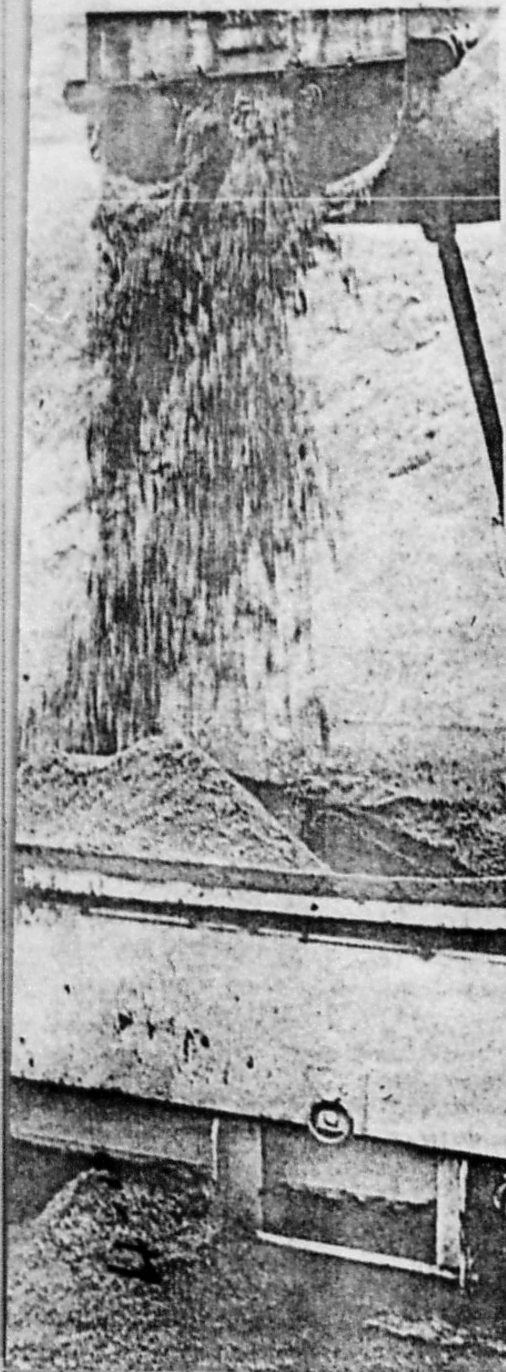
Mr. Jenkins says

similar tests are being conducted in Niagara, Burlington, Brampton, Hamilton and Peel. Those municipalities experienced about the same degree of success.

There's no indication the calcium chloride is a threat to vegetation, Mr. Jenkins says.

And since the amount of salt used in the

concept is reduced by about one third compared to previous practices, vehicles won't rust as fast, he says.



4-11

the **Trentonian**

and tri-county news

TRENTON, ONTARIO, Friday, November 13, 1981

25¢ per copy Home Del

Hastings roads get the treatment



Hastings County Roads foreman Dennis Heasman (left) is talking with Herb Parkinson, of Allied Chemical Canada Limited on a treatment known as the CTS

concept. They are shown next to a large tanker used to treat the sand with the mixture. Staff photo.

FOXBORO (Staff) — Road crew in Hastings County are ready to roll. The county has not only stockpiled winter requirements for sand, but has treated the sand with a formula treatment, known as a CTS Concept.

The concept is to provide a high level of service for the motoring public and cut the use of salt with sand by at least 50 per cent as compared to the previous method.

Roads foreman Dennis Heasman along with Herbert Parkinson with Allied Chemical Canada Limited were illustrating the CTS Concept of sand Tuesday afternoon. Mr. Heasman said it is a pilot project for this area. Although a treatment was tried two years ago, it was too small to be conclusive, he said.

Now, the county has had 4,500 yards of sand treated at the Foxboro depot with liquid calcium chloride. The treatment prevents sandpiles from freezing. Mr. Parkinson explained the concept is not as corrosive as using salt.

"The effect on the sand is that it remains moist and clings to snow and ice. It isn't blown or knocked off by the traffic," Mr. Parkinson said. The material reduces the pollutants into the environment.

He said it has been used for a few years in the Durham Region in the Oshawa - Whitby area. The CTS Concept is new in Hastings County and is sprayed on at the various depots in the county.

Altogether the county has more than 12,000 yards of sand being used in winter requirements. Salt will not be eliminated in the county with a stock pile of salt being kept in addition for various conditions. The new treatment for the county is effective at very low temperatures. "We're talking -20 to -30

below Fahrenheit," he said.

Salt at these low temperatures is not very effective on roads. The formula allows the amount of salt being reduced by 350 to 550 pounds per two-lane mile. Further, the CTS Concept permits a reduction of 1,650 to 2,650 pounds per two-lane mile.

Other benefits claimed through the treatment is cutting winter maintenance costs. Snow removal is reduced by about 50 per cent because the CTS Concept continued to melt at curbs and catch basins.

Durham Region discovered during early experiments with the treatment that there were cost reductions and subsequent free flowing traffic. Apparently, other communities have been contacted including Trenton regarding the CTS Concept.

There has been a considerable amount of discussion in the past because of the corrosive affects of salt on Trenton streets and properties.

Mr. Heasman said the county has about 255 miles of road which must be maintained throughout the winter months. Already, there has been some sanding of roads in the northern portion of the county with the main thrust of winter maintenance expected by December 1, Mr. Heasman told the Trentonian.

The county maintains a fleet of nine sanders and 25 full time employees covering the entire county road system within Hastings County. They also employ five contracted sanders.

The county has a total of six sanding depots throughout the county with the winter sand requirements contracted to the firm of Harnden and King, of Cobourg.



City of Mississauga

MEMORANDUM

File: 11 141 00039
13 211 00017

To: CHAIRMAN AND MEMBERS OF
Dept. PUBLIC WORKS

From: W. P. TAYLOR
Dept. ENGINEERING AND WORKS

February 14, 1984.

P. W. DATE FEB 16. 1984

SUBJECT: Traffic Safety Concerns - Oakridge Community
SOURCE: Public Works Committee, December 20, 1983
Report Request Number 13-84

COMMENTS: The Public Works Committee at its meeting of December 20, 1983, considered the joint report (a copy is attached, Appendix I) of the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks which addressed "Safety Hazards in Oakridge Community". These "Safety Hazards" were raised by the residents of the Oakridge Community in their petition dated November 1, 1983 (copy attached - Appendix II) and by Councillor Culham in a memorandum dated October 21, 1983 (copy attached Appendix III).

The recommendations of the Public Works Committee which were adopted by Council at its meeting of January 9, 1984, are attached to this report for the Committee's reference (Appendix IV). This report is submitted in response to recommendation (g) as follows:

"g) That other concerns of the Oakridge Community dealing with traffic safety be deferred until the next meeting of the Public Works Committee."

The other traffic safety concerns related to the area have been identified in memorandums from Councillor Culham and correspondence received from the Mississauga Oakridge Residents Association. Also, Councillor Culham has provided this Department with a copy of the response of the Mississauga Oakridge Residents Association to the joint report dated December 19, 1983, which was considered by Public Works Committee at its meeting of December 20, 1983. The pieces of correspondence have been attached to this report as appendices and will be referred to as the various items are discussed in this report.

... 2 ...

- 2 -

COMMENTS: (Continued)

1. Letter dated January 14, 1984, to Councillor Culham from the Mississauga Oakridge Residents Association (Appendix IV)

This letter was sent to Councillor Culham by the Residents Association in response to the joint report of the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks dated December 19, 1983, and the subsequent recommendations which were adopted by the Public Works Committee at its meeting of December 20, 1983 (Council January 9, 1984).

This Department has reviewed the points raised by the Residents' Association and have the following comments:

Item #1

The residents have indicated that police enforcement and monitoring of speeding on Mississauga Road and on the North Sheridan Way continues to be infrequent and inconsistent.

This Department has contacted the Peel Regional Police regarding the speeding on these roads and have advised that these sections of roadway are on their priority list for radar enforcement and that enforcement continues on a regular basis. For example, the Peel Regional Police have advised that for the period from January 28, 1984, the police have spent 30 hours of radar enforcement on the North Sheridan Way in the vicinity of Stonehouse Crescent and Springbank Road. This surveillance has resulted in 53 charges being laid most of which were speeding of 15km/h over the speed limit.

Item #2

The residents questioned as to whether the existing supervised (adult crossing guards) crossings on Mississauga Road at Highriver Court and Shawanaga Trail are sufficient to provide safe passage for all school children living on the north side of Mississauga Road walking to school and boarding buses. The residents indicated that to their knowledge no concern expressed regarding the safe crossing at Mississauga Road and Shawanaga Trail.

... 3 ...

COMMENTS: (Continued)

In the joint report dated December 19, 1983, it was indicated that a concern had been expressed regarding children crossing Mississauga Road at Shawanaga Trail. This concern was relayed to this Department by Councillor Culham in a memorandum dated October 21, 1983. Councillor Culham was conveying concerns expressed to him by a Mrs. Law of Portway Avenue. The source of the concern was indicated in our previous report.

With regard to the entire area north of Mississauga Road and the crossing of school children going to school on the south side of Mississauga Road, there are currently two existing school crossings supervised by adult crossing guards. These supervised school crossings are located at Highriver Court and Shawanaga Trail. These two crossings provide for safe crossing of school children from north of Mississauga Road who must walk to schools south of Mississauga Road for the areas served by Otami Trail, Doulton Crescent, Highriver Court, and Shawanaga Trail. There are a limited number of 11 houses west of Otami Trail either fronting directly on Mississauga Road or on Glatts Lane 7 houses on Saxony Court and 5 houses fronting Mississauga Road north and south of Saxony Court which are not served directly by the existing supervised school crossings. These areas are not served by the existing crossings since there are no sidewalks serving these sections of the north side of Mississauga Road. (There is an existing sidewalk on the north side of Mississauga Road between Highriver Court and Otami Trail).

Until receipt of the residents response to the Public Works Committee report dated December 19, 1983, the City had not been made aware of a concern related to the area north of Mississauga Road and the need for additional supervised school crossings. The need for additional supervised school crossings should be referred to the Traffic Safety Council for further investigation. It should be noted that any studies conducted should probably be done in the Spring since the use of the existing supervised school crossings has been extremely limited during the winter as it appears that the parents are driving their children to school.

- 4 -

COMMENTS: (Continued)

In this regard the Mississauga Oakridge Resident Association could assist the Traffic Safety Council in identifying the specific areas of concern related to children having to cross Mississauga Road. It should be pointed out that any children having to cross Mississauga Road to board school buses do not warrant adult school crossing guards as they are to cross the road under the protection of the flashing school bus lights as was indicated in the previous report to the Public Works Committee.

Item #3

The residents have indicated that there appears to have been a misunderstanding in that the area around the Oakridge Public School was concentrated on where as the residents concern is related to the intersection of Stonehouse Crescent and the North Sheridan Way. The residents have not indicated that they are concerned with children who have to cross Stonehouse Crescent to get to the school. The residents are requesting school zone signs if an all-way stop or adult school crossing guard are vetoed.

We have reviewed the residents' comments as paraphrased above with respect to the residents' petition and Councillor Culham's memorandum of October 21, 1983, and do not feel that there has been any misunderstanding. The traffic safety conditions throughout the area were addressed in the previous report. Our studies included a review of the intersections of North Sheridan Way at Stonehouse Crescent and Portway Avenue as well as in the vicinity of Oakridge Public School.

While the residents in their petition did not specifically refer to a great concern with respect to the intersection of North Sheridan Way and Stonehouse Crescent or the area around Oakridge Public School, Councillor Culham in his memorandum dated October 21, 1983, did express concerns related to the intersections along the North Sheridan Way as well as a concern with respect to "excessive vehicular movement on Stonehouse Crescent in the morning both because of adults driving their children to school and because of the movements of buses themselves".

COMMENTS: (Continued)

With regard to the provision of an adult school crossing guard at the intersection of North Sheridan Way and Stonehouse Crescent, we would advise that during traffic studies conducted at the intersection no difficulties were observed and no requirement for an adult crossing guard was identified as turning traffic to/from the North Sheridan Way was light and there was adequate gaps in traffic. Notwithstanding this the Engineering Department has no concerns with the establishment of a school crossing at the intersection and will proceed with the painting of crosswalk lines and stop bars on Stonehouse Crescent at the intersection. The painting of the lines will be done when weather permits and the necessary signs will be erected if approved.

Since a formal request has now been received for an adult crossing guard at the intersection of North Sheridan Way and Stonehouse Crescent, it is recommended that this request be referred to the Traffic Safety Council.

At the request of Councillor Culham, the sidewalks in the North Sheridan Way between Shawanaga Trail and Stonehouse Crescent and the sidewalk on Stonehouse Crescent are being reviewed with respect to inclusion on the 1984-85 sidewalk plowing priority list.

Item #4

The residents have expressed a difficulty in understanding the all-way stop calculation and have wondered why warrant A plus warrant B which equals 155.5% would not result in a warrant.

As indicated in our previous report, warrant A and warrant B must equal 100% for an all-way stop to be warranted. In order to clarify the warrants for the residents a brief explanation of the warrants are outlined below.

Part A This section of the warrant is a measure of the total vehicular volume entering the intersection on both the minor (i.e. Portway Avenue and Stonehouse Crescent) and on the major (i.e. North Sheridan Way) approaches. The total volume is then compared to the warrant requirement of 300 vehicles per hour entering the intersection.

COMMENTS: (Continued)

Part B This section compares the vehicular volume on the minor approach to a proportion of the total volume of vehicular traffic entering the intersection. It is important that there be sufficient traffic on the minor approach in relation to the volumes on the major approach.

As indicated previously, both warrants must equal 100% and are not additive.

Traffic counts to establish warrants for all-way stops were conducted at the intersections of Portway Avenue and Stonehouse Crescent at North Sheridan Way. The results of the all-way stop calculations are as follows:

Portway Avenue

Part A (Total vehicular volume) 67.6%

Part B (Minor Approach Vehicular) volume) 87.9%

Stonehouse Crescent

Part A (Total vehicular volume) 60.7%

Part B (Minor approach vehicular volume) 17.5%

As indicated in our December 19, 1983, report, no studies were conducted at the intersection of Shawanaga Trail and the North Sheridan Way as it was felt that the traffic volumes at the Shawanaga Trail would not be greater than those experienced on Portway Avenue and Stonehouse Crescent. The residents have indicated that they take issue with this assumption.

As as point of clarification, the studies were conducted and analyzed at Portway Avenue and Stonehouse Crescent and since the warrants were not close to being satisfied it was decided that there would be no significant change in traffic patterns at the intersection of Shawanaga Trail and the North Sheridan Way due to its proximity to Stonehouse Crescent. Consideration was given to the size of the area served by Shawanaga Trail compared to

COMMENTS: (Continued)

Portway Avenue as well as the traffic volume on the North Sheridan Way at Shawanaga Trail as compared to the volume on the North Sheridan Way at Stonehouse Crescent. In view of this analysis it was felt that no traffic counts were required for the all-way stop calculation. We still do not feel that a traffic count is required, however, in order to satisfy the residents concerns a manual traffic count was conducted at the intersection of Shawanaga Trail at the North Sheridan Way. The results of the all-way stop calculation are as follows:

Part A (Total Vehicular Volume) - 55%

Part B (Minor Approach) - 54%

As can be seen an all-way stop is not warranted at this intersection and is not recommended.

In the December 19, 1983, report, a comparison was made with respect to the vehicle speeds on Premium Way, Mississauga Road and on the North Sheridan Way. This comparison was made in response to Councillor Culham's memorandum of October 21, 1983. The residents have requested a comparison of the relative usage of these roads:

The following is a comparison of 1983, 24-hour two-way traffic volumes on the subject roads:

Mississauga Road

East of Otami Traill	8,545 vehicles per day
North of North Sheridan Way	8,150 vehicles per day

North Sheridan Way

West of Springbank Road	2,115 vehicles per day
West of Mississauga Road	2,150 vehicles per day

Premium Way

(actual station on Stavebank Road, north of Premium Way)	2,895 vehicles per day
--	------------------------

(NOTE: Traffic volumes rounded to the nearest 5 vehicles)

COMMENTS: (Continued)

We would point out to the committee that the North Sheridan Way is designated as a major collector roadway in the Official Plan and as such is expected to carry a moderately heavy flow of traffic. The traffic volumes outlined above are considered extremely light for this classification of roadway and do not indicate a significant volume of traffic using the North Sheridan Way to avoid congestion on the Q.E.W.

The reference in our report to the impact of all-way stops on vehicle speeds is limited to 200 feet referred to both the deceleration and acceleration of vehicles approaching and leaving the stop. While the installation of an all-way stop at Stonehouse Crescent and the North Sheridan Way would affect vehicle speeds within 200 feet either side of the stop we disagree with the residents that an all-way stop at this location would serve a "valid" purpose as it would slow vehicles down in a school zone.

We would point out that motorists who are confronted with an unjustified stop sign soon begin to disregard the stop sign and a high rate of non-compliance of the stop sign develops. This we feel would be a more hazardous situation. Further, overall speeds after/between the all-way stops tend to increase. The effect of the all-way stops on vehicle speeds on Premium Way on were documented in our previous report.

Item #5

The residents have indicated that school loading signs were not requested at Oakridge Public School and that verbal reference has been made with respect to the loading of school buses on Fowler Drive between Roche Court and the easterly access to the Sheridan Mall.

While the residents did not specifically request signs at the school in their petition, Councillor Culham did convey some concerns related to school bus stops throughout the area including the vicinity of the school.

COMMENTS: (Continued)

Item #5 (Continued)

With regard to the loading of buses on Fowler Drive this Department has contacted both Boards of Education and have been advised that they have experienced no difficulties in loading even with the large number of children. A system of bus partrollers was instituted some time ago and has been found to be operating quite well.

The subject section of roadway has been reviewed and school bus stopping signs are not required based on available stopping sight distance and vehicle operating speeds. It is acknowledged that there is a sharp curve at the east end of Fowler Drive, however, the speeds of vehicles negotiating the 90° bend are low and there is adequate safe stopping distance available.

2. Sidewalks Surrounding the Oakridges Community

Councillor Culham at the December 20, 1983, Public Works Committee requested that a complete review be made of the sidewalks leading to the Oakridges Community with particular attention to Mississauga Road south of the community.

There is an existing sidewalk on the south side of Mississauga Road between Springbank Road and a point east of Beaverbrook Way. There is no sidewalk between this part and Atoka Drive with the exception of a narrow section under the Q.E.W. underpass. South of the Q.E.W. there is a sidewalk on the west side of Mississauga Road between Atoka Drive and Lakeshore Road. There is a piece of sidewalk on the north side of Mississauga Road between Otami Trail and Highriver Court.

Based on current observations it is felt that there is no requirements at this time for a sidewalk to connect the existing sidewalk south of the Q.E.W. No pedestrians have been observed and we would advise that there is generally a wide road shoulder area for any pedestrians to walk. Also, it is felt that the attraction to the south for pedestrians is limited.

COMMENTS: (Continued)

2. Continued

In view of the winter weather conditions, it is suggested that this section of Mississauga Road be reviewed in the summer of 1984 to confirm this recommendation.

The issue of pedestrian access from the Oakridges Community to the Sheridan Mall has been previously addressed in the joint report of the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks.

3. Intersection of Springbank Road and Mississauga Road

In 1981, Councillor Culham had expressed a concern related to the safety of the above noted intersection as well as for the private driveways north of the intersection. A site review was made by staff of this Department and Councillor Culham to review the area.

As a result of this site meeting additional roads were made to upgrade traffic signing, streetlighting and improving sight lines. At the time of the meeting it was anticipated that development would be proceeding on the adjacent draft plans of subdivision (Magic Meadows Subdivision, west of Mississauga Road and the Mississauga Peel Land Consultants development in the abandoned gravel pit) and that the improvements on Mississauga Road required for these developments would be proceeding.

These improvements include the lowering of Mississauga Road by approximately one metre to improve sight lines to the north from the intersection, asphaltting the existing sidewalk on the south side of Mississauga Road between Springbank Road and Seven Oaks Drive (Magic Meadows Subdivision) and the construction of left turn lanes on Mississauga Road. Also, the City would be doing some minor realignment of Springbank Road at Mississauga Road to improve the angle of intersection of Springbank Road with Mississauga Road.

COMMENTS: (Continued)

Development of the subdivisions were delayed and as a result of the improvements on Mississauga Road have been delayed.

In view of the delays in making the improvements on Mississauga Road, this Department at the request of Councillor Culham, reviewed in January 1983 possible interim improvements to improve on an interim basis the sight distance to the north from Springbank Road. The interim improvements considered were the bulldozing of the existing hill and removal of an old retaining wall on the northwest corner of the intersection.

It was determined that interim improvements were not possible due to the existing gas venting system for the landfill site and the existing hydro lines. Also, any interim improvement would have been expensive and would have resulted in limited improvement to the sight distance to the north since the major problem is the hump in Mississauga Road which would be corrected by the lowering of Mississauga Road by the proposed 1 meter.

In view of continued delay in the development of the gravel pit, Councillor Culham in his memorandum of December 21, 1983, (Appendix VI) requested a review of the costs of lowering Mississauga Road the proposed one (1) metre. A cost estimate has been prepared for the City to carry out the lowering of the roadway by one (1) metre without the construction of the left turn lanes for the intersections. The estimated cost of these works is \$105,000.00

The motor vehicle collision experience at this intersection has been quite low with one motor vehicle collision involving a southbound vehicle on Mississauga Road and a vehicle exiting Springbank Road. This accident occurred in 1979.

With regard to the development of the adjacent developments, Phase I of the Magic Meadows Development is well underway and the Mississauga-Peel Land Consultants draft plan received approval from Planning Committee late in 1983. It is our understanding that the pending new owners of the Mississauga-Peel Land Consultants property are anxious to proceed with the development in 1984. Therefore, it is possible that the proposed works on Mississauga Road would proceed in late 1984 or early 1985.

COMMENTS: (Continued)

Based on the foregoing it is recommended that the City not carry out interim works on Mississauga Road in the vicinity of Springbank Road.

4. Proposed Subdivision Development - Mississauga-Peel Land Consultants

In a letter dated January 9, 1984, to Mr. W. P. Taylor, Commissioner of Engineering and Works, the Mississauga Oakridge Residents Association have expressed concern related to the traffic and safety impact of the above noted development. Attached is a copy of the letter from the residents association (Appendix VII).

With regard to the concerns raised by the residents we have the following comments related to traffic and safety considerations.

This site has been reviewed in detail by the Engineering Department and as a condition of development the developer is required to make satisfactory arrangements for works on Mississauga Road to improve sight distances and traffic operations. These works will include the lowering of Mississauga Road by approximately 1 metre and the construction of a left turn lane on Mississauga Road for Street 'A'. These works are planned to be co-ordinated with works associated with the road (Seven Oaks Drive) to the north for the Magic Meadows Subdivision as well as with proposed City works on Springbank Road to provide for a better angle of intersect with Mississauga Road. The alignment of Springbank Road at Mississauga Road and the aligning of the new subdivision road opposite Springbank Road was addressed in our report of December 16, 1983 (copy attached - Appendix VIII). Provisions will be made for landscaping on the south side of Mississauga Road opposite Street 'A'.

The Mississauga Oakridge Residents Association have indicated that they wish to go on record that, in their opinion given the proposed road configuration of Street 'A' (Mississauga-Peel Land Consultants) Springbank Road and Seven Oaks Drive (Magic Meadows), traffic on Mississauga Road will be a "nightmare" with traffic back-ups from Springbank Road north to Dundas Street and south to Portway.

COMMENTS: (Continued)

The proposed road configuration in the area is shown in a drawing attached to the report contained in Appendix VIII. The Engineering Department does not feel that there will be any traffic operational problems associated with the road pattern in the area and traffic operations will in fact be enhanced with the overall proposed improvements.

The Association has requested the actual in-depth studies the City has completed or will undertake in order that they will be better informed with regard to the proposed development of the Mississauga-Peel Land Consultants Development. In this regard it is suggested that the Consolidated Report for this Department (File T-82024) be forwarded to the association as it outlines the studies and the City requests with respect to development of these lands.

5. Mississauga Road between Dundas Street and Springbank Road

Councillor Culham in a memorandum dated November 24, 1983, (Appendix IX) has requested that the Engineering Department review the above noted section of roadway keeping in mind the scenic nature of the roadway.

This section of roadway and in particular the first curve south of Dundas Street has been under review by this Department for some time. In October 1982, the Engineering and Works Department submitted a report dated October 15, 1982, to the Public Works Committee concerning the accident analysis which had been carried out (Appendix X). The following recommendations were adopted by the Public Works Committee and subsequently by Council.

- "1. That the installation of "Life- Lite" markers and additional signing be approved on a trial basis for that portion of Mississauga Road between Dundas Street and Springbank Road as a 1982 undertaking.
2. That the Traffic Section monitor the effectiveness and maintenance cost of this traffic control device with a view of expanding the use of this system in other hazardous sites."

COMMENTS: (Continued)

In the previous accident analysis, it was determined that in the 3 1/2 year period prior to September 1982, 95 collisions occurred on the subject section of roadway with 72 occurring at the first curve south of Dundas Street. Most of these collisions involved vehicles losing control and leaving the roadway or crossing the centre line in the southbound direction.

In response to recommendation Number 2, this Department has been monitoring the accident experience on this section of roadway to determine if the traffic signing and 'Life-Lite' installation have been effective.

Based on a preliminary analysis of the accidents experienced during the 6-month period December 1, 1982 to May 30, 1982 (after the installation of Life-Lites) it was found that there was no significant influence on the accident experience on this section of roadway. In view of these preliminary findings a further update of the accident experience has been prepared. This update covers the period from September 1982 to February 1984. It has been determined that in the intervening 17 months there have been an additional 69 accidents on the section of roadway with 46 of these accidents occurring at the first curve south of Dundas Street.

Once again the majority of these accidents involved vehicles losing control and leaving the roadway or crossing the centreline in the southbound direction.

In summary, there has been for the 5-year 1-month period from January 1979 to February 1984 a total of 164 accidents on the section of Mississauga Road between Dundas Street and Springbank Road with 118 of those accidents occurring at the first curve south of Dundas Street with relatively few accidents occurring at other points along the subject section of roadway. None of the above accidents have involved pedestrians. In the same period of time the traffic volumes on Mississauga Road have increased from approximately 6,950 vehicles per day in 1979 to 8,550 vehicles per day in 1983.

COMMENT: (Continued)

It is felt that in view of the accident experience and the relative ineffectiveness of the heavy traffic signing and the Life Lites, on the accident experience, that further studies are required with respect to improvements to the first curve south of Dundas Street.

Based on the foregoing, very preliminary ball park cost estimates for the proposals have been prepared and range in cost between \$650,000 and \$1,300,000. It should be stressed that these are preliminary cost estimates and more detailed plans for the alterations must be prepared and more detailed cost estimates must be prepared. It is recommended that the Engineering and Works Department be authorized to undertake detailed engineering and traffic studies with a view to investigating alternative alignments and prepare a further report to the Public Works Committee recommending a proposed re-alignment for the first curve south of Dundas Street for inclusion in the 1985-1989 Capital Budget.

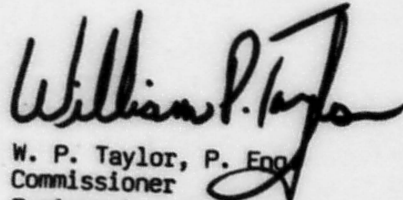
The Engineering Department has been contacted by the owner of the property on the east side of Mississauga Road at the first curve south of Dundas Street and has been requested to assess interim improvements which could be carried out at the curve. The property owner is experiencing considerable damage to his property caused by vehicles leaving the roadway. Interim improvements will also be addressed in the aforementioned design.

RECOMMENDATIONS:

1. That the Traffic Safety Council be requested to review adequacy of the two existing adult crossing guards on Mississauga Road at Highriver Court and Shawanaga Trail in serving the needs of the school children living north of Mississauga Road between Glatt's Lane and Saxony court.
2. That the Mississauga Oakridge Resident Association be requested to identify to the Traffic Safety Council, the specific areas of concern related to the crossing of school children on Mississauga Road between Glatt's Lane and Saxony Court.
3. That the Traffic Safety Council be requested to review the intersection of North Sheridan Way and Stonehouse Court with respect to the warrants for the placement of an adult crossing guard.

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RECOMMENDATIONS: (Continued)

4. That the Engineering Department review the need for sidewalks on Mississauga Road between the end of the existing sidewalk south of Beaverbrook Way and Atoka Drive when weather permits in the Spring 1984.
5. That the City of Mississauga not carry out at this time interim improvements on Mississauga Road in the vicinity of Springbank Road.
6. That the approved consolidated report for the Mississauga-Peel Land Consultants (File T-82024) be forwarded to the Mississauga Oakridges Residents Association for their information.
7. That the Engineering and Works Department prepare a detailed functional design including cost estimates outlining various alternatives for the realignment of Mississauga Road at the first curve south of Dundas Street and that a report be submitted for the consideration of the Public Works Committee.


W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

JWT/edm

c.c. E. M. Halliday

0059E/16E

MEMORANDUM

FILE REF : 11 141 00039
13 211 00017

APPENDIX I

To: Chairman of Public Works Committee, From: William P. Taylor, Commissioner, Engineering
Dept.: City of Mississauga Dept.: I.W. Scott, Commissioner, Recreation & Parks

December 19, 1983

REQUEST NO. 217-83
CLERKS FILE NO. F.06.03.01.

LADIES & GENTLEMEN :

SUBJECT : Safety Hazards in Oakridge Community.

SOURCE : Petition dated November 1, 1983, from area residents.
Memo dated October 21, 1983, from Councillor D. Culham.

COMMENTS : The Engineering Department has investigated the concerns expressed by the residents in the Oakridge Community that have been identified in their petition, and the concerns expressed by Councillor Culham on behalf of Mrs. Law, 2038 Portway Avenue.

With respect to the items in Councillor Culham's memo of October 21, 1983, the Engineering Department responds as follows :

Item 1 - In response to the comment of speeding on Mississauga Road, the Engineering Department conducted radar surveys with the following results :

Mississauga Road (between Springbank Road and Portway Avenue 50 km/h limit)

Nov. 30/83 - a.m. peak (7.30 - 8.30 a.m.) 85%-ile 63.6 k - Average Speed 57.0 k
Nov. 24/83 - p.m. peak (4.30 - 5.30 p.m.) 85%-ile 66.1 k - Average Speed 59.7 k

North Sheridan Way (west of Springbank Road 60 km/h limit)

Oct. 7/83 (2.00 - 3.00 p.m.) 85%-ile - 82.9 k - Average Speed 72.2 k

The speeds on both of these roads indicate an unsatisfactory result. The Peel Regional Police have previously been requested to enforce the speed limits on North Sheridan Way, and as a result of the recorded speeds on Mississauga Road, they shall also be requested to provide enforcement there.

continued ...

SUBJECT :

Safety Hazards in Oakridge Community.

COMMENTS :
continued ...

Item 2 - Following a site meeting between Councillor Culham and Engineering staff, some trimming of shrubs and trees has taken place and a subsequent review has indicated there are no sight problems at Stonehouse Crescent or Shawanaga Trail at North Sheridan Way.

Concern was also expressed regarding children crossing at the intersection of Mississauga Road and Shawanaga Trail. There is a School Crossing Guard operating at the painted school crossing located on the west side of the intersection and standard school crossing signs and advanced school crossing signs indicating this crossing, are in place.

The Crossing Guard Supervisor has not received or been made aware of any difficulties occurring at this crossing or at the crossing located at High River Court.

Item 3 - The comment is made that there is "excessive" vehicular movement on Stonehouse Crescent due to parents driving their children to school. This situation is not uncommon at school locations in the City, and at virtually every school there are parents who drive their children. A study was conducted and the results indicate in the a.m. period between 7.45 - 9.00 a.m. there were three buses bringing children to Oakridge P.S., and twenty vehicles dropping off children at the school. No problems were observed or encountered and twenty vehicles is not considered to be an excessive number of vehicles. There is a sidewalk on the west side of Stonehouse Crescent for children to walk on. During the study period, four children were noticed walking on the east side of the road where no sidewalk exists, and it is felt that it should be the parents responsibility to direct their children to walk on the sidewalk provided.

continued ...

SUBJECT : Safety Hazards in Oakridge Community.

COMMENTS :
continued ...

- School busing exists for children living in ex of one mile from the school therefore we can c clude that parents driving their children to school are residents of the Oakridge Community

Item 4 - The Engineering Department does not support th installation of all-way stops on the North Sheridan Way since warrants are not met, and N Sheridan Way is a major collector road with a speed limit of 60 km/h.

Following are the results of the all-way stop warrant calculations for the intersections of Portway Avenue and Stonehouse Crescent at Nort Sheridan Way.

Portway Avenue	- Part "A" 67.6%
	Part "B" 87.9%

Stonehouse Crescent	- Part "A" 60.7 %
	Part "B" 17.5%

No study was conducted at Shawanaga Trail and was felt that traffic volumes on that road wer less than volumes on Portway Avenue and Stonel Crescent. Since warrants are not fulfilled a either Portway Avenue or Stonehouse Crescent, can be deduced that warrants would not be met Shawanaga Trail.

A warrant for an all-way stop is achieved only Part "A" and Part "B" are equal to or greater than 100%.

According to Councillor Culham's remarks in h memo, he indicated that the residents contend that stop signs on Premium Way at Dickson Road and Lynchemcre Avenue, have gone a long way to regulating speed and discouraging the kind of driver involved in the Mizzi death. The "aft radar surveys which were conducted on Premium subsequent to the installation of the two all-

continued ...

SUBJECT :

Safety Hazards in Oakridge Community.

COMMENTS :
continued ...

stops reveal that speeds have not been affected as the 85%-ile speeds recorded in two areas were 63.9 and 66.6 km/h respectively in this existing 50 km/h zone.

It is interesting to note when developing a chart to illustrate the percentage over the speed limit which motorists have been recorded as driving on Mississauga Road, North Sheridan Way and Premium Way where there are two existing all-way stops, the results are very close :

	<u>Speed limit</u>	<u>85%-ile speed</u>	<u>% over posted speed lim</u>
Premium Way	50 km/h	63.9 km/h	28%
Premium Way	50 km/h	66.6 km/h	33%
Mississauga Road	50 km/h	63.6 km/h	27%
Mississauga Road	50 km/h	66.1 km/h	32%
North Sheridan Way	60 km/h	82.9 km/h	38%

As can be seen the values are quite similar in comparing Mississauga Road to Premium Way and slightly higher for North Sheridan Way. From this it can be said that the stop signs on Premium Way have not had a significant influence on speeds on that roadway. We have reported in the past that speeds are only affected within approximately 200' of a stop sign and this is very evident in the case of Premium Way.

Item 5 - There is no signage installed at locations where school buses are picking up students except in front of schools where school bus loading zone signs are erected to legally allow the school bus to stop and pick up or unload children without having to activate the flashers thereby allowing traffic to continue to flow. When buses stop in other areas, they are required by law to activate the flashers, all vehicles must come to a stop, thereby creating a safe situation for the picking up and discharging of children. The Manual of Uniform Traffic Control Devices (M.T.C. Sign Manual

continued ...

SUBJECT :

Safety Hazards in Oakridge Community.

COMMENTS :
continued ...

illustrates a sign indicating school bus stop ahead. The manual outlines this sign is only to be used in advance of a school bus stop if conditions of horizontal, vertical curves or foliage are such that there is less than the minimum safe stopping sight distance. In the case of the school buses operating on Mississauga Road and Stonehouse Crescent, there are no problems of this nature which would justify the use of this sign.

The following comments are submitted in response to the petition received from Oakridge Community :

1.

The residents have requested that a paved, well lit foot/bike path be created to link Oakridge Park and Fowler Drive, south of the Robin Drive development.

Staff have reviewed the options for provision of pedestrian access from the Oakridge Community to Fowler Drive. In this regard, a review was made into the feasibility of constructing a lit, paved, pedestrian/bicycle pathway through the landfill site on lands owned by the City (Springbank Road Park) and the Region of Peel.

Based on this review, it appears that a pathway can be constructed over the landfill site. However, it is not feasible to construct an asphalt surface due to constant differential settlement which will cause extensive damage to the surface and necessitate at least annual patching. Therefore, the path should be constructed of gravel with a top layer of limestone screenings. Furthermore, provision of lighting for the pathway will require some special measures and maintenance will have to be done to ensure that the light poles remain vertical and erect.

A preliminary cost estimate for the construction of a gravel path and illumination as shown in Fig. 2 is \$37,000.00.

Alternatives to the path across the landfill site have been investigated and it has been determined that there will be a sidewalked and illuminated route available between this community and Sheridan Mall when the Magic Meadows subdivision is completed.

The route would be along the existing sidewalk on the south side of Mississauga Road, along Seven Oaks Drive and Rusage Place, which are being constructed under the Magic Meadows subdivision. It is currently anticipated

continued

SUBJECT :

Safety Hazards in Oakridge Community.

COMMENTS :
continued ...

that Seven Oaks Drive and Bussage Place with a walkway to Fowler Drive, will be completed in late 1984.

There is an existing gap in the sidewalk on Mississauga Road between Springbank Road and the Seven Oaks Drive intersection. There is an existing gravel path, and it is currently anticipated that the sidewalk would be completed in 1984 or 1985 in conjunction with proposed works on Mississauga Road and Springbank Road.

It should be pointed out that the gravel path across the landfill site would also be tied into the completion of Seven Oaks Drive. Attached is a plan (Fig. 2) showing the overall area and the proposed path. Permission from the Region of Peel would have to be obtained for a section of the path.

Also, the walking distances between a point on Portway Avenue at Oakridge Park and Fowler Drive via the road system and via the pathway were very close. The route using Portway Avenue to Mississauga Road, then to Seven Oaks Drive to Bussage Place and Fowler Drive, was approximately 4200 ft. in length whereas the route across Oakridge Park, the landfill site, Seven Oaks Drive and Bussage Place to Fowler Drive would be 3800 ft. in length.

2. The issue of placing stop signs on North Sheridan Way has been previously discussed under Item 4 in response to Councillor Culham's memo and it is reiterated that the Engineering Department does not support the request to place stop signs on the North Sheridan Way.

3. School signs are placed only in school areas and a review of the area indicates that school symbol signs are in place on Stonehouse Crescent facing traffic in both directions in advance of Oakridge P.S. A 40 km/h speed limit exists on Stonehouse Crescent and all signing is in place.

On Mississauga Road there are two school crossings, one at Shawanaga Trail and one at High River Court. Both of these painted crossings are signed with advance school crossing signs (facing both directions) and school crossing signs located at the crosswalk. Also Crossing Guards operate at both crossings and as previously mentioned, no problems are encountered by the guards at these two locations.

continued ...

SUBJECT :

Safety Hazards in Oakridge Community.

COMMENTS :
continued ...

There also exists a 40 km/h speed zone on Mississauga Road from High River Court just west of Shawanaga Trail and signing is in place for that speed zone.

WATCH FOR CHILDREN signs are reserved for placement only at parks or playgrounds where children regularly congregate. Signs to that effect are present on Portway Avenue adjacent to Oakridge Park. We support the erection of these signs only in the locations noted above which are according to M.T.C. guidelines. It can be assumed that in any residential subdivision there are children present and we cannot undertake to sign a number of areas throughout the subdivision on a City-wide basis which is not in accordance with M.T.C. signing principles.

- RECOMMENDATIONS :
1. That the joint report from the Commissioners of Recreation and Parks, and Engineering and Works, dealing with residents concerns in the Oakridge Community, dated December 19, 1983, be received.
 2. That all-way stop signs not be installed at any location on the North Sheridan Way between Mississauga Road and Springbank Road.
 3. That the Peel Regional Police be requested to continually enforce speed limits on North Sheridan Way and Mississauga Road in the Oakridge Community.
 4. That the construction of an illuminated gravel pathway from the proposed walkway between lots 49 and 50 in the Magic Meadows Plan of Subdivision to Springbank Road, at an estimated cost of \$37,000.00, be included in the 1984 Recreation and Parks Department Capital Budget for consideration and if approved, that the works be undertaken upon completion of Seven Oaks Drive sidewalk by the developer.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Dept.

I.W. Scott,
Commissioner,
Recreation and Parks Dept.

Att.
cc : E.M. Halliday

JWT:DTJ:jb



MEMORANDUM

FILE REF : 13 211 00017
17 111 83114

To D.T. Janach

From J.W. Thomas, P.Eng.,

Dept. Engineering

Dept. Engineering

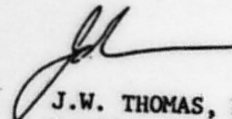
December 22, 1983

re : Oakridge Community

Councillor Culham has requested that the sidewalks surrounding the Oakridge Community be reviewed i.e. on Mississauga Road south of the Q.E.W.

Please have checked right down to Lakeshore Road as well as other areas surrounding the community, i.e. local roads in the community and major roads such as Mississauga Road, Dundas Street North and South Service Roads.

Please have put on City map.

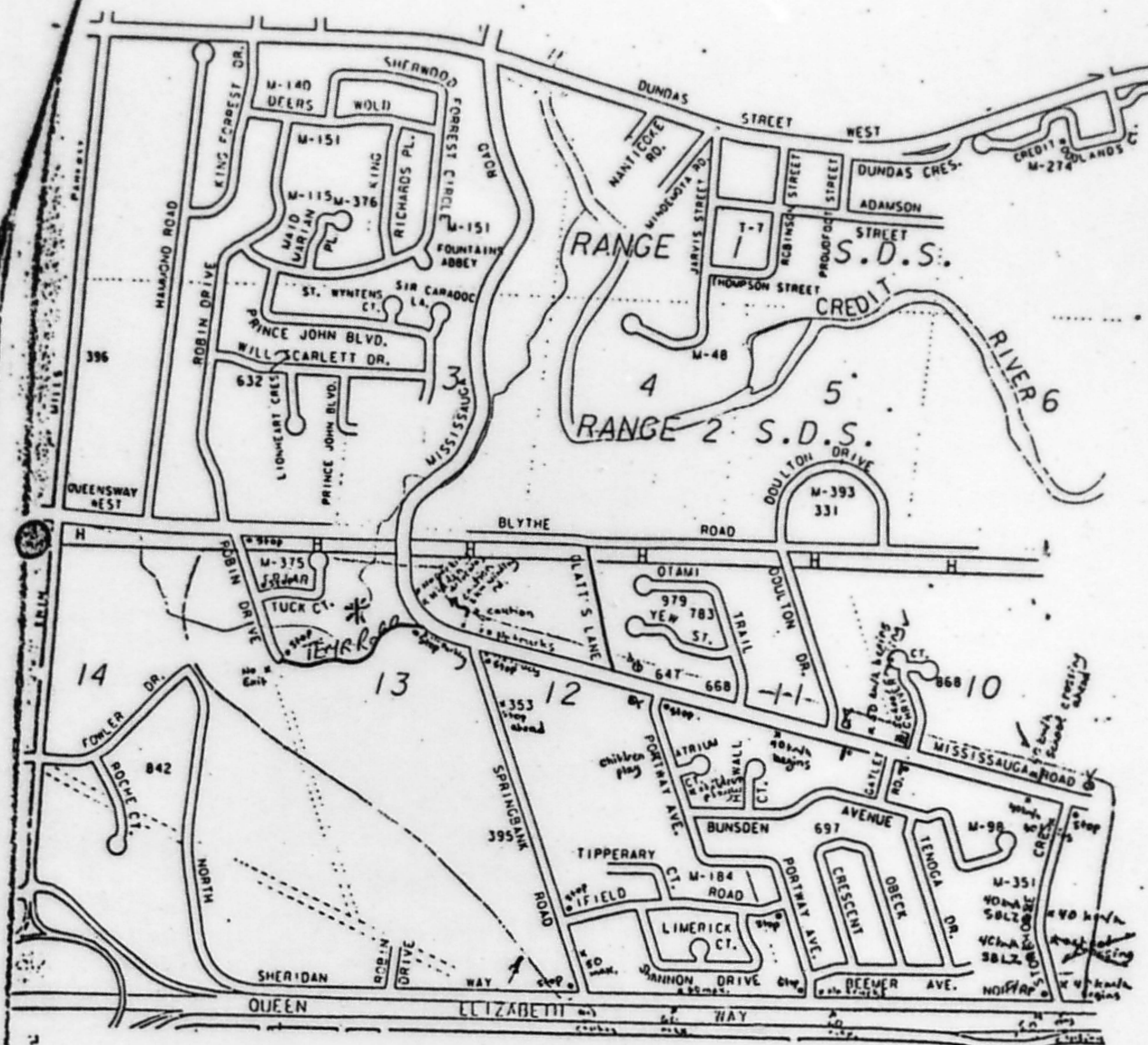

J.W. THOMAS, P.Eng.,
Traffic Engineer

JWT:jb

[illegible]

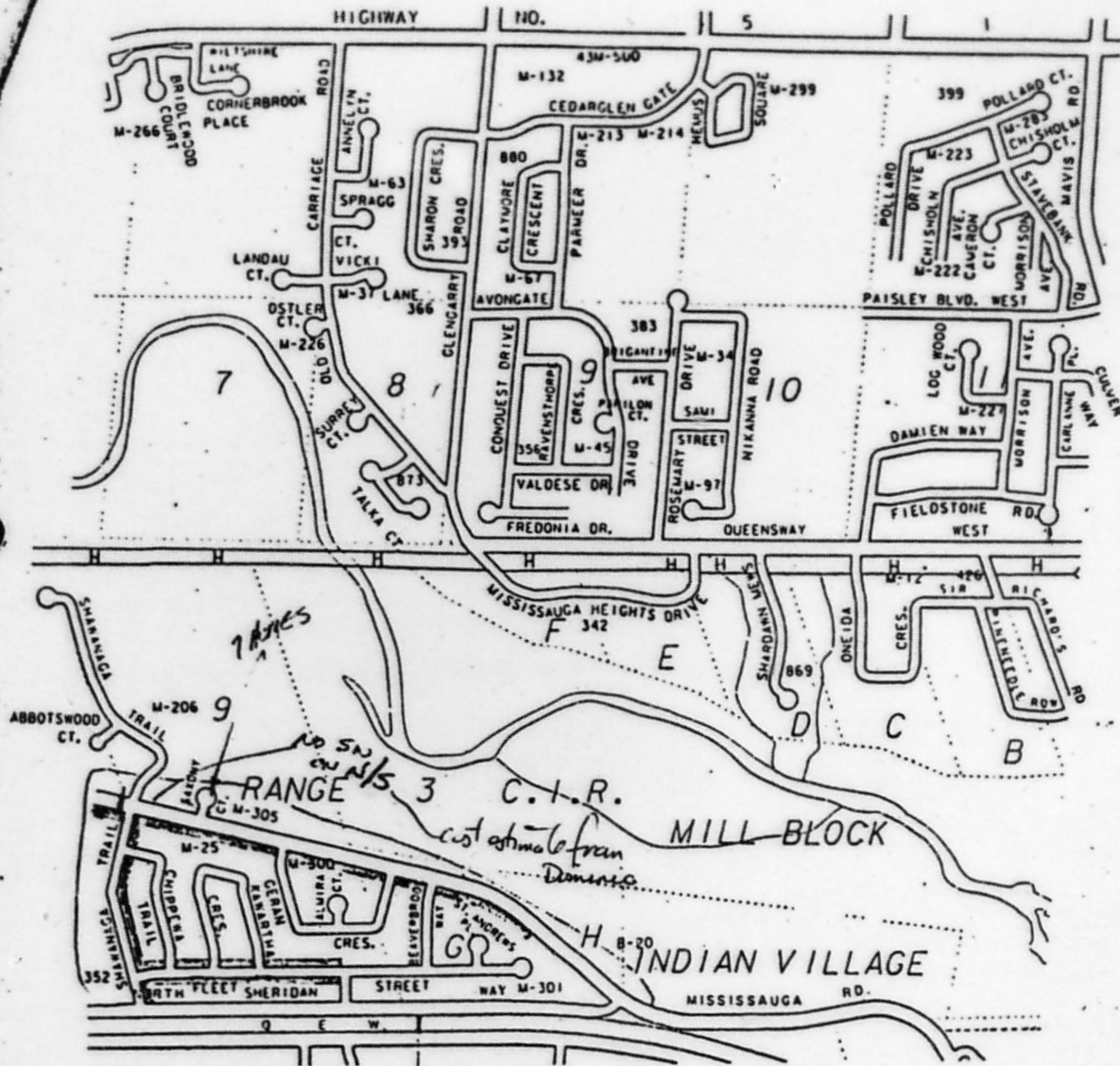
'CHECK FOR SIDEWALKS, SCHOOL CROSSINGS & SIGNS
d Plot

17



X Bicycle
 SBZ School Bus Loading zone
 CHECK FOR SIDEWALKS, SCHOOL CROSSINGS & SIGNS
 & Plot
 * NEW SUBDIVISION OFF TEMP. ROAD

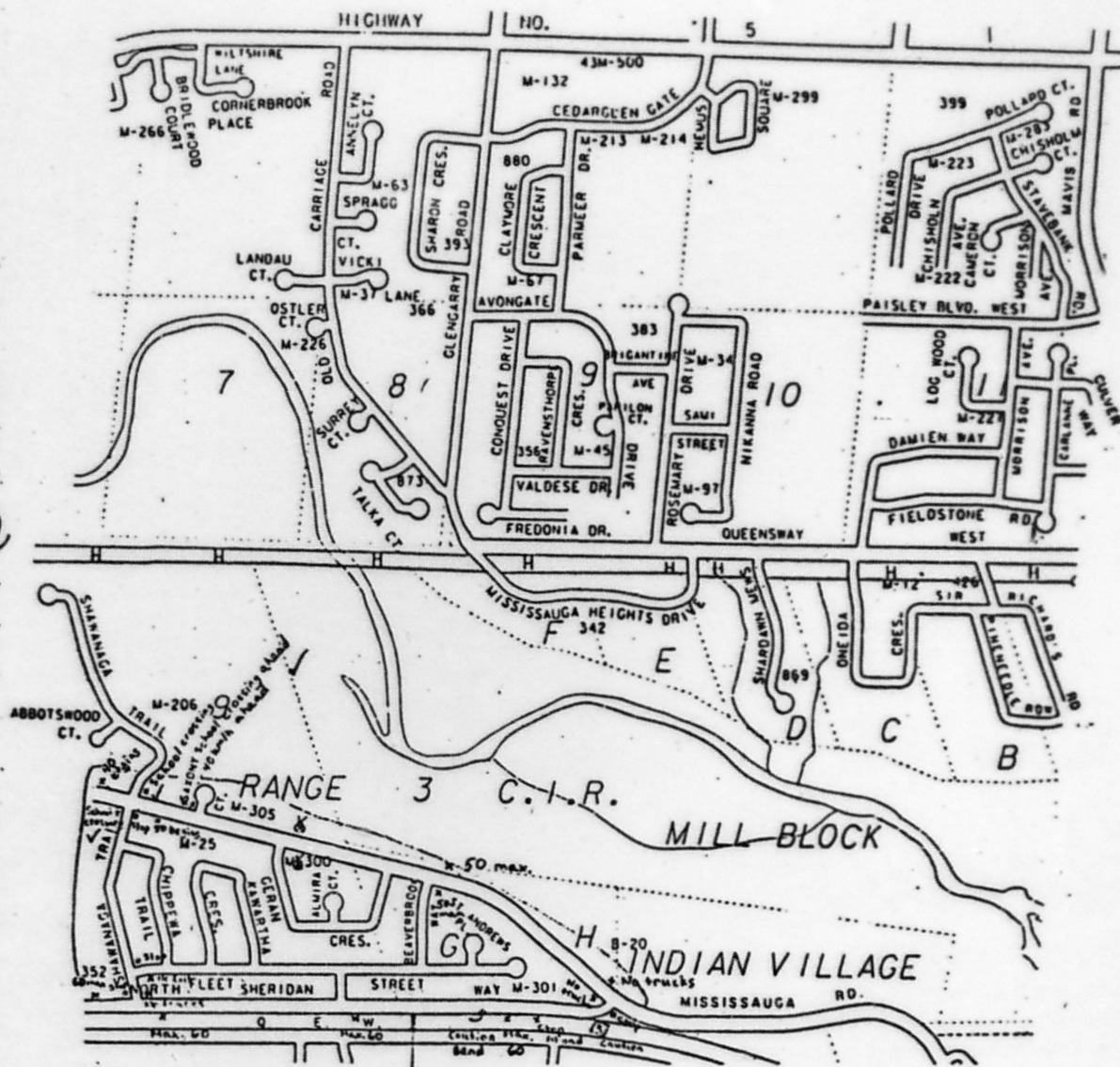
SIDEWALKS



1 School crosswalks

CHECK FOR SIDEWALKS, SCHOOL CROSSINGS & SIGNS
a Plot

ROAD SIGNS



CHECK FOR SIDEWALKS, SCHOOL CROSSINGS & SIGNS
 & PLAT

* ... & Bicycle



MEMORANDUM

To: JOHN THOMAS
Dept: ENGINEERING

From: NORMAN DODD
RECEIVED
DEC 19 1983
TRANSIT PLANNING
JYP JUT 83/12/20
WPT for info
cc given
December 19, 1983

FILE: 200.00

SUBJECT: OAKRIDGES COMMUNITY PETITION

We have studied the petition from the Oakridges Community residents that includes the statement: "public transit (bussing, GO Train) is inaccessible due to its remoteness and absence of safe access routes". However, none of the three recommendations request that a transit service be provided in the area.

A transit study in conjunction with a request for service from the students of the Holy Name of Mary School, was performed in June 1981. The survey results indicated that transit demand would not support the operation of a service. A copy of the conclusion of this report is attached.

If you should require further information or a complete copy of the transit study for this area, please let me know.

Norman Dodd
Norman Dodd
Manager-Transit Planning

SN:ND:rac
Attach.
cc: Transit Planning
4604D

households who objected to transit service. However, 95% of the households that said they would not use transit indicated transit was either inconvenient, too time consuming, not as fast as the private automobile, and not as comfortable as the private car.

PROJECTED RIDERSHIP, REVENUE & COST OF PROPOSED SERVICE

Table 10 outlines in detail the expected costs, ridership, and revenue to cost ratios, of providing transit service to the survey area. Calculations were completed using a 4 percent, 6 percent, and 10 percent transit modal split. These various alternatives were introduced in order to illustrate the effect, a slight change in modal split can have, on the performance of a transit service.

Using the 6 percent transit modal split, which is the most realistic, based on existing transit services, and the City wide average, the revenue to cost ratio realized would be 37 percent. This is far below the policy revenue to cost policy ratio of 55 percent.

Due to the nature of the area, relative to the high car ownership (2.2 per household), and the demographics, the 6 percent split may be considered high, thereby decreasing the revenue to cost ratio to a more unfavourable position.

The annual City deficit, based on the 6 percent figure would be in the neighbourhood of \$63,000.00.

CONCLUSION

The survey results do not indicate that there is a demand for transit services with the survey area, that would support the operation of one bus, operating at 30 minute headways.

. . . 11

C. A. DATE

Dear Mr. Culham:

- review the steps being taken to address the outlined problems
- forward the petition results

It is my understanding that:

1. the planning and engineering departments will be conducting traffic studies to determine the feasibility of locating the foot-bike path in the proposed area.
2. the traffic engineers and planners with input from the traffic safety committee will be doing comparative studies between The Premium Way and the North Sheridan Way. (It is important to re-emphasize that this recommendation on the petition should apply to both the North Sheridan Way and Mississauga Road.).
3. the overall study will include the need for additional cautionary school signs (e.g. North Sheridan Way/Stonehouse).
4. Mississauga Police Inspector McDonald has been contacted regarding the irregular (Mississauga Road) and non-existent (North Sheridan Way) speed monitoring and enforcement on the two major arteries in this community.

! REFERRED TO: W.TAYLOR FOR REPORT
! TO GENERAL COMMITTEE
! REQUEST FOR REPORT 217-83

W.P. TAYLOR, COMMISSIONER

ENGINEERING & WORKS

From IAN W. SCOTT, COMMISSIONER

Recreation and Parks Department

December 15th, 1983
File: Park 215

DEC 16 1983	
TO	FROM
W.P.T.	
J.P.T.	
A.G.N.C.	

SUBJECT: Pedestrian Safety in the Oakridge Community,
West Erindale District
Request for Report 217-83

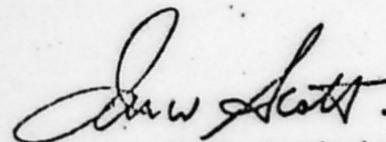
COMMENTS: On December 6th, 1983, Engineering, Planning, Recreation and Parks' staff met to discuss the provision of pedestrian access from the Oakridge Community to Fowler Drive through the North Sheridan landfill site and Robin Drive development.

Recreation and Parks' staff reviewed the feasibility of emplacing a lit, paved pedestrian/bicycle pathway through the landfill site, on lands owned by the City (Springbank Road Park) and the Region of Peel, (shown on the attached map).

It appears that a pathway can be located within the park, however, it is not feasible to construct an asphalt surfaced path where the walkway is located over landfill. Constant differential settlement will cause extensive damage to the surface and necessitate at least annual patching. Therefore, the path should be constructed of gravel with a top layer of limestone screenings. Furthermore, it is not feasible to provide our standard lighting for the path through the landfill area as the light standards would sink down into the garbage and it would not be possible to maintain them in a vertical position.

It is therefore recommended that consideration for a gravel pathway only be considered and that night-time pedestrian traffic be encouraged to use a sidewalk and streetlight system on Sevenoaks Drive, Mississauga Road and Springbank Road.

ES/nc
cc: Councillor Culham
R. Doyle, Director of Parks
Attach.


Ian W. Scott, Commissioner
Recreation and Parks Department

2/.....

The Oakridge Ratepayers' Association is fully supportive of this action and have requested that this safety committee become an arm of the association.

I want to thank you for the investigative action that has been initiated and for your assurance that results from these evaluative studies will be received before the end of November 1983.

I look forward to our meeting at that time.

Yours truly,

Sherry Ardell

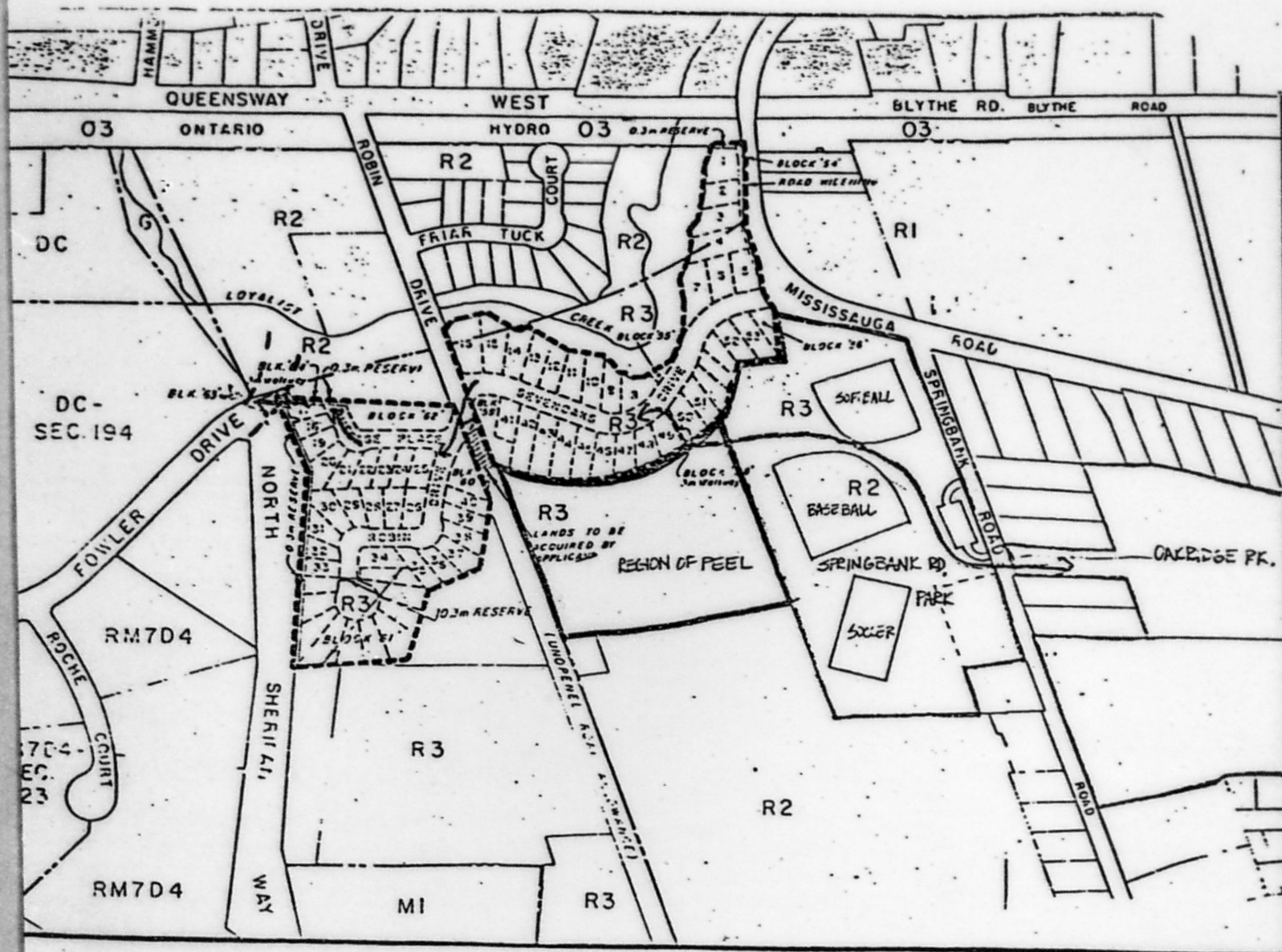
Sherry Ardell

SA/kem

cc to:

- * Mayor McCallion
- * Mr. B. Burrows - Police Chief, Peel County
- * Mr. R. Simon - President, Oakridge Residents Assoc.
- Mr. Tom McAuliffe
- Ms. Elizabeth O'Kelly
- Arthur Grannum, Traffic Safety Com.
- Mr. I.W. Scott, Commissioner Parks & Recreation
- Mr. R. Edmunds, Commissioner of Planning
- Mr. W.P. Taylor, Commissioner Engineering & Works

*copies of petition have been forwarded
to those marked **



TO: THE CHIEF
PUEL REGIONAL POLICE DEPARTMENT

THE UNDERSIGNED RESIDENTS OF THE OAKRIDGE AREA IN THE CITY OF MISSISSAUGA WISH TO BRING TO YOUR ATTENTION THE FOLLOWING MATTER OF URGENT CONCERN RESPECTING THE SAFETY AND WELL BEING OF CHILDREN AND OTHERS IN THIS AREA:

1. The total absence of reasonable and safe access in and out of the area except by private motor vehicle.
2. The deficiency cited in Number 1 creates unreasonable and unnecessary hazards to the everyday lives of children and others in the Oakridge area as follows:
 - children bussed to senior public and secondary schools outside Oakridge are unable to participate in normal after school activities because there is no safe way of returning home.
 - normal community services located solely outside Oakridge (shopping, banking, post office, library, etc) are only accessible by private motor vehicle.
 - exercise through walking, jogging and bicycling is made unreasonable and hazardous by traffic dangers.
 - public transit (bussing, GO Train) is inaccessible due to its remoteness and absence of safe access routes.

THE UNDERSIGNED RESIDENTS THEREFORE URGE YOU TO CONSIDER AND TO IMPLEMENT AS QUICKLY AS POSSIBLE THE FOLLOWING RECOMMENDATIONS TO ENSURE THAT MINIMUM SAFETY STANDARDS PREVAIL IN THE OAKRIDGE AREA:

1. That a paved well lit foot-bike path be created to link Oakridge Park and Fowler Drive, south of the Robin Drive development.
2. That speeding problems be rectified by stop signs on the Service Road (e.g. Stonehouse Rd., Shawanaga Trail and Portway Ave.) and speed limits monitored and enforced.
3. That "Watch For Children" and school signs be placed in appropriate areas throughout the subdivision.

PETITION INCLUDES APPROXIMATELY 456 SIGNATURES OF RESIDENTS OF:

Highriver Court
Dorilton Drive
Blythe Road
Beemer Avenue
Obeck Crescent
Springbank Road
Glatt's Lane
Stonehouse Crescent
Otami Trail
Heswall Court
Tenoga Drive

Mississauga Crescent
Mississauga Road
Kawartha Crescent
Ifield Road
Shawanaga Trail
Abbotswood Court
Yew Street
Gatley Road
Geran Crescent
Saxony Court
Fleet Street
Bunsdon Avenue
Chippewa Trail
Portway Avenue
Atrium Court
Shannon Drive
Limorick Court
Tipperary Court



MEMORANDUM

APPENDIX III

OCT 24 1983

To	I. W. Scott, Commissioner/Rec & Parks	From	David J. Cutham	Handed To	WPT	Date	13/10/83
	R. Edmunds, Commissioner/Planning						
Dept.	W. P. Taylor, Commissioner/Eng. & Works	Dept.	Councillor Ward 6				

October 21, 1983

Re: Oakridge Neighbourhood

On receipt of a letter from Mrs. Law of 2038 Portway with respect to traffic safety in the Oakridge community, I sent memos and was in personal contact with Rick Doyle and John Thomas. Traffic studies are underway and John Thomas has got in touch with the Peel Police as to traffic surveillance on the North Sheridan Way. Rick Doyle is getting back to me with respect to pedestrian access points across to the Sheridan Mall area.

However, as a result of a meeting in the community on October 18th, it would appear to me that there must be a coordinated effort on the part of all three departments to deal with the overall pedestrian movement planning and the relationship of the proposed walkway across the North Sheridan landfill site within the context of this overall community concern. Several points were made:

1. Despite all of the efforts of staff over the last several years, speeding on Mississauga Road and the North Sheridan Way is chronic. From my own experience, I am constantly being passed on these roads as I drive through the community.
2. While some may feel that the recent barrier guards on the North Sheridan Way between Stonehouse and Shawanigan were placed as a result of the Mizzi death, the people at the meeting are aware that this is not the case and that the City has responded over the last year and a half to the concerns of residents. However, they feel that the sight lines are not large enough at Stonehouse and Shawanigan to afford safety to the children. It seems to me that this should be studied in detail and that it may be necessary to look at the real needs at these two intersections. In this same regard, there is a concern for the crossing of the children at Shawanigan and Mississauga Road.
3. It is the general consensus that there is excessive vehicular movement on Stonehouse in the morning both because of adults driving their children to school and because of the movement of buses themselves.

2....

4. It is the opinion of the residents, supported by petitions which will be received shortly, that serious consideration be given to the placement of stop signs along the North Sheridan Way, similar to those of Premium Way and on the North Service Road in the Applewood area. Residents contend that stop signs in this area have gone a long way to regulating speed and discouraging the kind of drivers involved in the Mizzi death.
5. Residents are concerned that there is inadequate signage at the various school bus stops along Mississauga Road and on Stonehouse close to the school. The overall signage for student pedestrian and pedestrian movement generally is of concern and should be investigated.

It is in this overall context that the walkway across the Sheridan site is proposed by the residents.

In the past, we have dealt with the Mississauga Road traffic problem, the sidewalk, snow plowing and pedestrian safety on Mississauga Road, and the North Service Road as isolated items to be investigated. It seems to me that what is required is an integrated, neighbourhood approach that combines the disciplines of all three departments. It is in that context that I would appreciate the report.

John Thomas has contact the Police Department but the response was not noticeable by the residents. The Mizzi death has only focused a lingering concern held by people with children. I would appreciate personal initiative to the police to make a special effort on prosecutions on both these roads over the next three to four month period.

David

David J. Culham
Councillor Ward 6

DJC:kd

cc: Mayor McCallion
Inspector McDonald
E. M. Halliday
Mrs. Law
B. Simon
S. O'Neill



City of Mississauga

MEMORANDUM

APPENDIX IV

To: Mr. W. P. Taylor, P. Eng., Commissioner
Engineering and Works
From: Christine Dodds
Dept: Mr. I. Scott, Commissioner
Recreation and Parks
Clerk's Department

JAN 13 1984

January 16, 1984.

Re: Concerns of the Oakridge Community
Your File: 11 141 00039, 13 211 00017
Our File: F.06.03.01

Rec'd To	Initials
M.P.T.	
Christine Dodds	
J.W.T.	
Jan 18/84	
JOT 8/10/123	

Further to your joint report dated December 19th, 1983, in response to a petition from residents of the Oakridge Area, please be advised that on January 9th, 1984, Council adopted the following recommendation:

- (a) That the joint report from the Commissioners of Recreation and Parks, and Engineering and Works, dealing with residents' concerns in the Oakridge Community, dated December 19, 1983, be received.
- (b) That all-way stop signs not be installed at any location on North Sheridan Way between Mississauga Road and Springbank Road.
- (c) That the Peel Regional Police be requested to continually enforce speed limits on North Sheridan Way and Mississauga Road in the Oakridge Community.
- (d) That the construction of an illuminated gravel pathway from the proposed walkway between lots 49 and 50 in the Magic Meadows Plan of Subdivision to Springbank Road, at an estimated cost of \$37,000.00 be included in the 1984 Recreation and Parks Department Capital Budget for consideration and, if approved, that the works be undertaken upon completion of the Seven Oaks Drive sidewalk by the developer.
- (e) That the Engineering Agreements to be entered into between the City and the Developer of the Magic Meadows plan of subdivision, include the provision that the developer must construct and complete the installation of a sidewalk on the south side of Sevenoaks Drive and the pathway between Lots 49 and 50 connecting to this sidewalk in 1984.
- (f) That "Watch for Children" signs be erected where the pathway meets/crosses Springbank Road and Robin Drive.

APPENDIX III

To	I. W. Scott, Commissioner/Rec & Parks	From	David J. Culham	Date	10/21/83
	R. Edmunds, Commissioner/Planning				
Dept.	W. P. Taylor, Commissioner/Eng. & Works	Dept.	Councillor Ward 6		

October 21, 1983

Re: Oakridge Neighbourhood

On receipt of a letter from Mrs. Law of 2038 Portway with respect to traffic safety in the Oakridge community, I sent memos and was in personal contact with Rick Doyle and John Thomas. Traffic studies are underway and John Thomas has got in touch with the Peel Police as to traffic surveillance on the North Sheridan Way. Rick Doyle is getting back to me with respect to pedestrian access points across to the Sheridan Mall area.

However, as a result of a meeting in the community on October 18th, it would appear to me that there must be a coordinated effort on the part of all three departments to deal with the overall pedestrian movement planning and the relationship of the proposed walkway across the North Sheridan landfill site within the context of this overall community concern. Several points were made:

1. Despite all of the efforts of staff over the last several years, speeding on Mississauga Road and the North Sheridan Way is chronic. From my own experience, I am constantly being passed on these roads as I drive through the community.
2. While some may feel that the recent barrier guards on the North Sheridan Way between Stonehouse and Shawanagan were placed as a result of the Mizzi death, the people at the meeting are aware that this is not the case and that the City has responded over the last year and a half to the concerns of residents. However, they feel that the sight lines are not large enough at Stonehouse and Shawanagan to afford safety to the children. It seems to me that this should be studied in detail and that it may be necessary to look at the real needs at these two intersections. In this same regard, there is a concern for the crossing of the children at Shawanagan and Mississauga Road.
3. It is the general consensus that there is excessive vehicular movement on Stonehouse in the morning both because of adults driving their children to school and because of the movement of buses themselves.

2....

- (g) That other concerns of the Oakridge Community dealing with traffic safety be deferred until the next meeting of the Public Works Committee.

I understand from Councillor Culham that the Oakridge Community is preparing a response to these recommendations.

Christine Dodds
Christine Dodds (Mrs.)
Committee Co-Ordinator.

0638C/68C

c.c. Mr. D. Ogilvie, Commissioner of Finance
Mr. K. O'Neill, Development Co-Ordinator

Terence L. Julian, A.M.C.T., C.M.C.
City Clerk



Leonard M. McGillivray
Deputy City Clerk

January 16, 1984.

OFFICE OF THE CLERK

Police Chief D. Burrows,
Peel Regional Police,
7755 Hurontario Street,
Brampton, Ontario.

Dear Chief Burrows:

Re: Concerns of the Oakridge Community
Our File: F.06.03.01

On December 20th, the Public Works Committee of the City of Mississauga considered the attached joint report dated December 19th, 1983, from the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks in response to a petition from residents of the Oakridge Area concerning many matters, one of which was speeding in their area.

As a result of the Committee deliberations, the following recommendation was forwarded to and adopted by Council at its meeting held on January 9, 1984:

- (a) That the joint report from the Commissioners of Recreation and Parks, and Engineering and Works, dealing with residents' concerns in the Oakridge Community, dated December 19, 1983, be received.
- (b) That all-way stop signs not be installed at any location on North Sheridan Way between Mississauga Road and Springbank Road.
- (c) That the Peel Regional Police be requested to continually enforce speed limits on North Sheridan Way and Mississauga Road in the Oakridge Community.
- (d) That the construction of an illuminated gravel pathway from the proposed walkway between lots 49 and 50 in the Magic Meadows Plan of Subdivision to Springbank Road, at an estimated cost of \$37,000.00 be included in the 1984 Recreation and Parks Department Capital Budget for consideration and, if approved, that the works be undertaken upon completion of the Seven Oaks Drive sidewalk by the developer.

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 1M2
TELEPHONE (416) 279 7600

January 16, 1984.

- (e) That the Engineering Agreements to be entered into between the City and the Developer of the Magic Meadows plan of subdivision, include the provision that the developer must construct and complete the installation of a sidewalk on the south side of Sevenoaks Drive and the pathway between Lots 49 and 50 connecting to this sidewalk in 1984.
- (f) That "Watch for Children" signs be erected where the pathway meets/crosses Springbank Road and Robin Drive.
- (g) That other concerns of the Oakridge Community dealing with traffic safety be deferred until the next meeting of the Public Works Committee.

In accordance with (c) above, would you please continually enforce speed limits on North Sheridan Way and Mississauga Road in the Oakridge Community.

If you have any questions with respect to this recommendation, please do not hesitate to contact Mr. W. P. Taylor, P. Eng., Commissioner of Engineering and Works, 279-7600, Ext. 340, or Mr. I. Scott, Commissioner of Recreation and Parks, 279-7600, Ext. 313.

Yours very truly,

Christine Dodds (Mrs.)
Committee Co-Ordinator.

c.c. Mr. W. P. Taylor, P. Eng.,
Commissioner of Engineering and Works

Mr. I. Scott, Commissioner,
Recreation and Parks.

0638C/68C

Terence L. Julian, A.M.C.T., C.M.C.
City Clerk



Leonard M. McGillivray
Deputy City Clerk

OFFICE OF THE CLERK

January 16, 1984.

Mrs. Sherry Ardell,
2031 Portway Avenue,
Mississauga, Ontario.
L5H 3M6

Dear Mrs. Ardell:

Re: Concerns of the Oakridge Community
Our File: F.06.03.01

In connection with your petition dated November 1, 1983, with respect to safety hazards in the Oakridge Community, on December 20th, the Public Works Committee of the City of Mississauga considered the attached joint report dated December 19th, 1983, from the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks.

As a result of the Committee deliberations, the following recommendation was adopted by Council at its meeting held on January 9, 1984:

- (a) That the joint report from the Commissioners of Recreation and Parks, and Engineering and Works, dealing with residents' concerns in the Oakridge Community, dated December 19, 1983, be received.
- (b) That all-way stop signs not be installed at any location on North Sheridan Way between Mississauga Road and Springbank Road.
- (c) That the Peel Regional Police be requested to continually enforce speed limits on North Sheridan Way and Mississauga Road in the Oakridge Community.
- (d) That the construction of an illuminated gravel pathway from the proposed walkway between lots 49 and 50 in the Magic Meadows Plan of Subdivision to Springbank Road, at an estimated cost of \$37,000.00 be included in the 1984 Recreation and Parks Department Capital Budget for consideration and, if approved, that the works be undertaken upon completion of the Seven Oaks Drive sidewalk by the developer.

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO. L5B 1M2
TELEPHONE (416) 279-7600

January 16, 1984.

- (e) That the Engineering Agreements to be entered into between the City and the Developer of the Magic Meadows plan of subdivision, include the provision that the developer must construct and complete the installation of a sidewalk on the south side of Sevenoaks Drive and the pathway between Lots 49 and 50 connecting to this sidewalk in 1984.
- (f) That "Watch for Children" signs be erected where the pathway meets/crosses Springbank Road and Robin Drive.
- (g) That other concerns of the Oakridge Community dealing with traffic safety be deferred until the next meeting of the Public Works Committee.

By letter dated today, the Peel Regional Police Department have been asked to continually enforce speed limits on North Sheridan Way and Mississauga Road in your Community.

If you have any questions with respect to the recommendation, please do not hesitate to contact Mr. W. P. Taylor, P. Eng., Commissioner of Engineering and Works, 279-7600, Ext. 340, or Mr. I. Scott, Commissioner of Recreation and Parks, 279-7600, Ext. 313.

Yours very truly,

Christine Dodds (Mrs.)
Committee Co-Ordinator.

C.C. Mr. W. P. Taylor, P. Eng.,
Commissioner of Engineering and Works

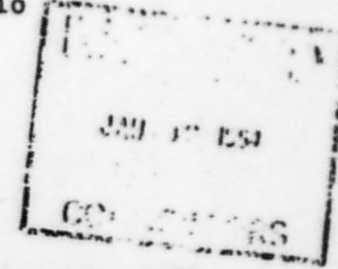
Mr. I. Scott, Commissioner,
Recreation and Parks.

0638C/68C

**MISSISSAUGA OAKRIDGE
Residents Association**



2031 Portway Ave.
Mississauga, Ontario
L5H 3H6
January 14, 1984



David Culham
Councillor, Ward 6
City of Mississauga

Dear Mr. Culham:

I am writing in response to your letter of January 4, 1984, outlining the results of the study conducted into the safety hazards of the Oakridge community.

The Oakridge Safety Committee received the results and recommendations and, as requested, have the following responses:

- Item #1 - As the radar surveys have indicated, speeding is excessive on both the major arteries (Mississauga Road and North Sheridan Way) in this community. Police enforcement and monitoring of speeding infractions continues to be infrequent and inconsistent. It has been noted however that additional speed limit signs have been posted on the North Sheridan Way, giving the motorist a clear indication of the speed limit required. We are hopeful that consistent police speed enforcement will lessen the excessive speeds used in this community.
- Item #2 - We are in agreement that sight problems at Stonehouse Crescent and Shawanaga Trail at the North Sheridan Way have been rectified.

To our knowledge, no concern was expressed regarding the school crossing zone at the intersection of Mississauga Road and Shawanaga Trail. In fact, this is one of the two safe crossing areas on Mississauga Road. The question was raised as to whether the crossings at High River and Shawanaga Trail were sufficient to provide safe passage for all school children living on the north side of Mississauga Road walking to school and boarding buses.

- Item #3 - It appears that the investigators concentrated their studies of traffic flow at the Oakridge Public School location. Once again, there seems to be a misunderstanding of the community's specific concern, in this case, related to the corner of Stonehouse and the North Sheridan Way. It is in the area of parental responsibility to direct children to existent sidewalks on the west side of Stonehouse. The committee's concern is addressed to the safety factor in crossing Stonehouse to get to the sidewalk.

Residents Association



- 2 -

There continue to be no signs at that corner indicating a school zone, although this passage is used four times daily by a group of 50 Oakridge students. If crossing guards and stop signs are to be vetoed, in the interest of safety a "Children Crossing" or "School Zone" sign is in order.

- Item #4 - The committee had some difficulty understanding the all-way stop warrant calculations. If an all-way stop is achieved if Part A and Part B are equal to or greater than 10%, does not the Portway Avenue warrant calculations, totalling 155.5%, qualify? There is some issue to be taken with the assumption that the traffic volume on Shawanaga Trail is lesser than Portway and Stonehouse and therefore to be excluded from the study.

In the comparative analysis of the average speeds on the North Sheridan Way and Mississauga Rd. vs the North Premium Way, the report indicated that speeds on the North Premium Way had not decreased since the installation of stop signs. However, there is no mention as to the comparative useage of these routes. It is our contention that the major arteries in this community are used frequently by motorists as a stop-free alternative to highway driving.

Keeping in mind that speeds are affected within an approximate 200 foot distance to the stop sign (and, one would expect, several hundred feet after), the installation of the stop signs on the North Sheridan Way at Stonehouse would serve a valid purpose. It would slow down traffic for approximately 400 feet in proximity to a school zone and cut back on the "drag-strip" useage of the North Sheridan Way.

- Item #5 - School boarding signs at Oakridge P.S. have not been requested. The only verbal reference to boarding signs was made by the Fowler Drive residents whose children are bused to Oakridge. In keeping with the manual outlines of horizontal curves obstructing vision, it would appear that school boarding signs on Fowler Drive (between Roche Crt. & Sheridan Hall) are required and approvable.

We are pleased with the recommendation by Public Works to approve a \$37,000 expenditure to create the proposed walkway. Once again, we wish to emphasize the need for quick action on this proposal to ensure the safety needs of the children of this community.

Yours truly,

Sherry Ardell

(Mrs.) Sherry Ardell



MEMORANDUM

APPENDIX VI

DEC-8 1983

W. P. Taylor, Commissioner

Engineering and Works

From David J. Culham

Councillor Ward 6

Dept.

12/8/83

December 2, 1983

In 1981, I visited the Mississauga Road/Springbank Road intersection with your staff to ascertain what works could be done to make the hill and the intersection safe. At that time Public Works cleared the sight lines and made a number of changes in signage and in lighting throughout this area northward to the Dundas. Obviously, we anticipated the gravel pit and the Equity Holding lands to develop and that the improvements required in this area would be done as a result of plans of subdivision. Now in December 1983, we do not have any reasonable expectation of the developers moving ahead in the next year or year and a half. This tends to increase the concern in the community for the safety at this intersection. This concern is particularly heightened when it is realized there are only three ways to get out of the whole of the Oakridge area and all of them are extremely hazardous from a pedestrian as well as the vehicular option. For example, they can walk through the Mississauga Road underpass at the Queen Elizabeth at which there are no sidewalks defined, or they can walk the North Sheridan route, on which there are no sidewalks or they can also walk through this intersection.

Previously I suggested that we drop the road a full metre in height at this intersection and that this drop extend eastward on Mississauga Road so that we level out the hump. In addition, I requested that we "T" in Springbank Road into the Mississauga Road section. I also suggested that we bulldoze back the earthen mound connected to the Pinchin site to give a clear sight line in this area. This will in addition, allow walkers to get out of the road of any uncontrolled vehicles. The recent letter by Sherry Ardell simply crystalized the original concern and forced me to recognize that we have been operating since 1981 under assumptions that are no longer valid and that action should now be taken. I am wondering what it would cost to make the prefuntory changes that would provide a safe situation until the developments warrant more costly changes.

David J. Culham
Councillor Ward 6

DJC:kd

cc: Mayor McCallion

Residents Association

APPENDIX VII



January 9, 1984

Mr. Wm. P. Taylor
Commissioner Engineering & Works
City of Mississauga
1 City Centre Drive
Mississauga, Ontario

Dear Sir:

The Mississauga-Oakridge Ratepayers Association met Thursday January 5, 1984 to assess the proposed R1 development of Part of Lots 12 and 13 Range 3 C.I.R. by Mississauga - Peel Land Consultants (David Franklin In Trust).

Our concern is that of the traffic and safety impact of this development. We are unclear as to what the City will do to ensure safe egress and exit from Road "A" to Mississauga Road. There is a real need for extensive study because of the technical difficulty in developing this area.

Previous studies presented to the O.M.B. hearings by the City and the Association recognized the extreme hazards of having only one exit from such a development.

This Association is going on record at this time that, given the proposed road configuration of street "A", Springbank Road and the temporary road to the left, traffic on Mississauga Road will become a nightmare with backups from Springbank north to Dundas and south to Portway.

The City should do its share of the road improvements at the same time as the developers are doing their work to facilitate this development.

Again, this Association's real concern is for the new residents who will be buying homes in an area where there may be no safe way in or out and/or extreme traffic delays along with the inevitable accidents which would result from this situation.

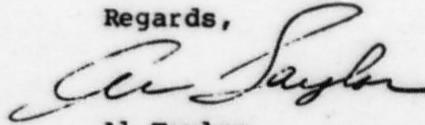
Our Association would like to review the actual in-depth

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JAN-9 1984
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12/01/84
cc-JWT

- 2 -

studies the City has completed or will undertake in order that we may be better informed. This material can be mailed or we could pick it up at your offices.

Regards,



Al Taylor
President
Mississauga-Ratepayers Assoc.
2219 Portway Avenue
Mississauga, Ontario
L5H 3M8

c.c. Mayor Hazel McCallion
Dave Culham
Len Stuart
E.M. Halliday
Mr. Edmunds



MEMORANDUM

FILES: 16 111 79111
11 141 00010

APPENDIX VIII

To Mayor and Members of
Council
Dept.

From William P. Taylor, P. Eng.
Dept. Engineering & Works

December 16, 1983

SUBJECT: Realignment of Street 'A' in T-82024 to intersect
Mississauga Road opposite Springbank Road.

ORIGIN: Resolution from the Planning Committee Meeting of
December 15, 1983.

COMMENTS: On December 15, 1983, Planning Committee passed a
resolution which stated:

"That the conditions of draft plan approval dated
December 15, 1983 and the Consolidated Report dated
September 20, 1983 for proposed plan of subdivision
T-82024, Mississauga-Peel Land Consultants (David Franklin,
in Trust), be approved; and further that the City Engineer
be required to report to City Council concerning the
possibility of realigning Street 'A' to intersect
Mississauga Road opposite Springbank Road."

The possibility of this alignment of Street 'A' had to be
reviewed by staff during the processing of the plan of
subdivision. From this review, it was determined that the
extreme grade difference of, at least, ten metres from the
northerly Mississauga Road street line down to an internal
road grade elevation within a distance of approximately
fifty metres would cause for a road gradient for Street 'A'
of approximately 20%. This far exceeds what is considered
as a maximum road gradient of 7%.

The possibility of filling the entire site to reduce this
road gradient problem was also reviewed. Staff found that
this would present other problems with regard to drainage,
overland flow route, and future building foundation
problems. Notwithstanding the gradient aspect, the
location of Street 'A' at the Springbank intersection would
place Street 'A' on the inside of the Mississauga Road
curve thus producing poor sight conditions to the west for
vehicles exiting from the new development.

.../...

...2...

COMMENTS:

(cont'd.)

Having found that Street 'A's location relative to Springbank Road was acceptable, staff determined that some works on Mississauga Road should be required of the developer of T-82024 to provide a proper access to the development bearing in mind the distance between Street 'A' and Springbank plus insuring that proper sight conditions were achieved. Conditions to this effect are included in the Consolidated Report.

RECOMMENDATIONS:

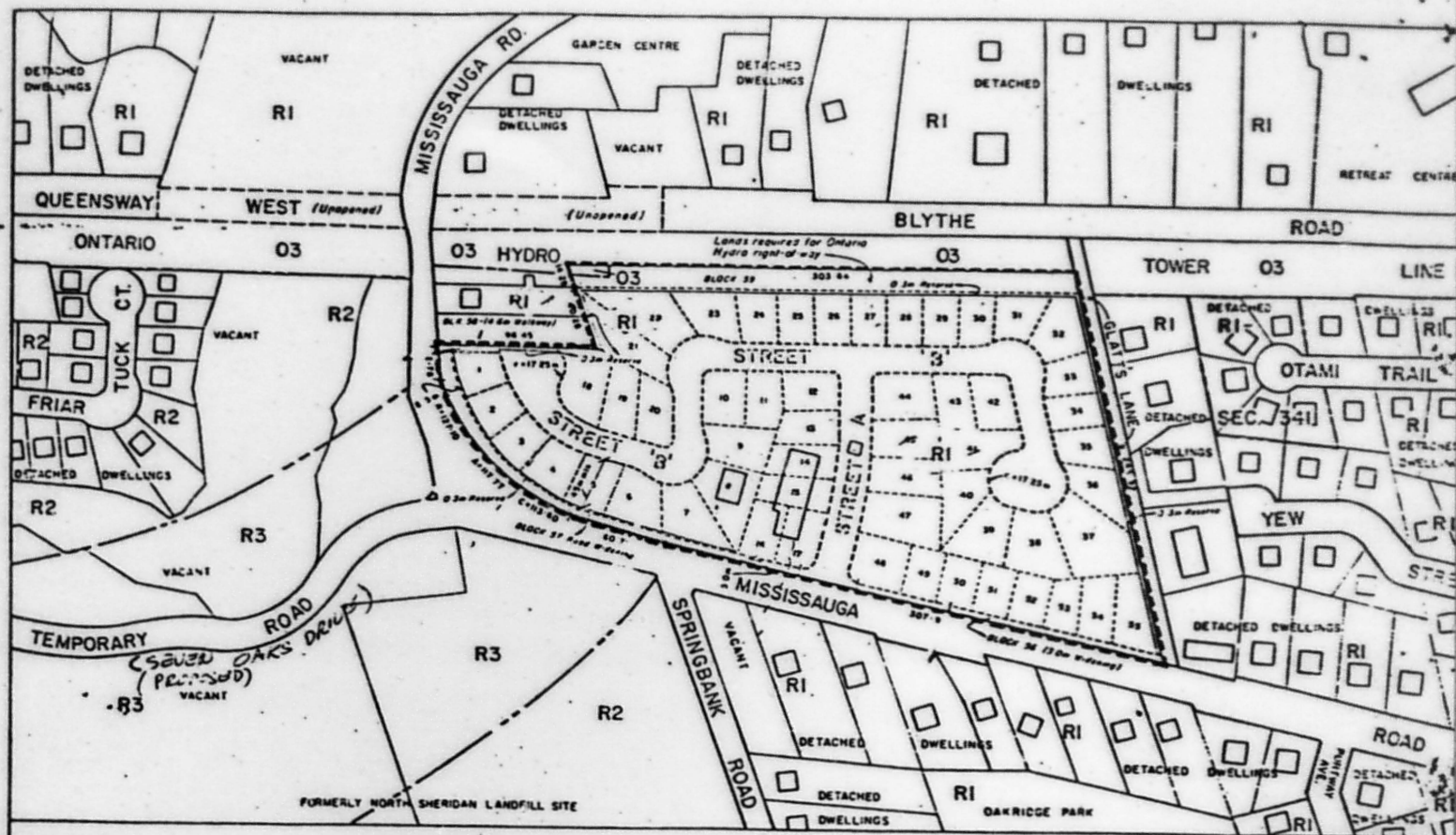
1. That the report dated December 16, 1983 from the Commissioner of Engineering and Works relative to the location of Street 'A' for proposed plan of subdivision T-82024, be received.
2. That the location of Street 'A' as depicted on the draft plan of subdivision T-82024 be approved as the relocation of Street 'A' to intersect Mississauga Road opposite Springbank Road would cause extreme grade and sight problems.

ORIGINAL SIGNED BY

RWB/cc
0235E/7E

William P. Taylor, P.Eng.
Commissioner
Engineering and Works

cc: E. M. Halliday
R. G. Edmunds
R. B. Osborne
J. W. Thomas



APPLICATION

MISSISSAUGA PEEL LAND CONSULTANTS LIMITED



AREA OF DRAFT PLAN
T-82024

R1- DETACHED DWELLINGS, (22.5m lot frontages)
R2- SECTION 341- DETACHED DWELLINGS
R3- DETACHED DWELLINGS, (18m lot frontages)
O3- CEMETERIES, ONTARIO HYDRO TRANSMISSION LINES



SCALE 0 25 50 METERS

FILE NO T-82024

DWG NO 646

DATE 1983 OCTOBER

THE CITY OF MISSISSAUGA PLANNING DEPARTMENT

APPENDIX IX

To John Thomas

Dept. Traffic

From David J. Culham

Dept. Councillor Ward 6 NOV 29 1983

November 24, 1983

Sherry Ardell, the Chairman of the Oakridge Safety Committee has requested an investigation of the safety of Mississauga Road from south Dundas to the top of the hill at the gravel pit. Could I have the details on this section of road for 1979, 1980, 1981, 1982, 1983?

Find attached Sherry's letter.

Keeping in mind the need to preserve the scenic quality of the road, could you investigate the following items:

- a) alternative surface treatment to provide better tire contact;
- b) alternative signage to appropriately caution people; i.e. "scenic road ahead, tight hidden corners, drive with special caution";
- c) removal of water hole - do we have statistics on usage from Department of Health.
- d) protection of pedestrians at corners, etc.
- e) alternative alignment moving road eastward in portions;
- f) traffic flow fluctuation over last 10 years.

David J. Culham
Councillor Ward 6

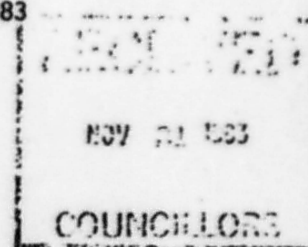
DJC:kd

MISSISSAUGA OAKRIDGE
Residents Association



November 13th, 1983

David Culham
Councillor, City of Mississauga
1 City Centre Drive
Mississauga, Ontario



Re: Dangerous Turn, Mississauga Road

Dear Mr. Culham:

Another safety concern has been brought to my attention in recent weeks. It pertains to a dangerous turn on Mississauga Road which is proving to be a repetitive hazard to motorists.

The turn to which I am referring is on Mississauga Road, the first turn south of Dundas Road (bordered by home on East side with wrought iron fence). Many residents have had accidents and near-misses at this turn and find the danger accentuated when the road surface is wet.

I am aware that after one accident last fall, metal division road markers were installed as lane dividers. Despite these measures, the accidents continue.

It appears that further studies are needed by the engineering and works department. The police department should have available some statistical data pertaining to the number of accidents at this location. I would appreciate you initiating investigative studies into this problem.

Further to my letter of November 1, 1983, I want to advise you that the safety committee is now associated with The Oakridge Ratepayer's Association. I am hopeful that you will be able to attend our annual meeting on November 24, 1983.

I look forward to your comments on the above concern and the results from the petition investigative studies. Many thanks for your time and attention to these matters.

Sincerely,

Sherry Ardell

Sherry Ardell, Chairman
Safety Committee
Oakridge Ratepayer's Association

SA/

MEMORANDUM

13 211 00017

APPENDIX X

TO: CHAIRMAN AND MEMBERS OF
PUBLIC WORKS COMMITTEE
Dept.

From: W. P. TAYLOR
Dept. ENGINEERING AND WORKS

October 15, 1982.

Ladies & Gentlemen:

SUBJECT:

Mississauga Road - Dundas Street southerly
Traffic accident analysis

SOURCE:

Engineering Department

COMMENTS:

Mississauga Road between Dundas Street and Springbank Road has been identified as having a high collision rate. In particular, a study of the first curve south of Dundas Street has indicated that approximately 72 collisions have occurred during the last 3½ years. Of these collisions a significant number have taken place at night under wet road conditions. Most of these collisions involved vehicles crossing the centre line of the curve particularly in the southbound direction. A total of 95 collisions involving 56 personal injury accidents were recorded for the entire study period.

Collision analysis has indicated a number of contributing factors, (a) substandard horizontal and vertical road geometrics, (b) substandard street lighting, and (c) excessive vehicle speeds.

During the last two years additional traffic signs have been installed as an effort to reduce the collisions experienced along this section of road. As well, other remedial measures have been studied. Of these the complete reconstruction of Mississauga Road between Springbank and Dundas was reviewed. This reconstruction would require substantial alignment modifications causing the need for property acquisition and extensive fill portions to the east of the road resulting in a substantial change to the character of the road. The reconstruction costs associated with this 1.4km section of roadway is estimated to be \$1,300,000.00 (1983 dollars) and is not included in the 5-year Capital Budget. Improvement of street lighting on Mississauga Road from Dundas Street southerly beyond the first curve is estimated to cost \$60,000.00 and will be considered in the 1983 street-lighting budget.

One other improvement measure explored was the use of improved reflective centre line markers along the section of road. The "Life-Lite" marker is an acrylic prismatic reflector mounted in a cast iron housing which is imbedded in the pavement. This marker is similar in function to the commonly known "Cats Eye" widely in use in temperate climate zones, however, the "Life-Lite" unlike the "Cats Eye" can withstand snow plowing with little or no damage. Exhibit I provides a brief description of the "Life-Lite" marker.

The collision experience is related to a roadway definitions problem and it is anticipated that an increased driver awareness of the centre line and road geometrics created by the improved reflective markers will assist in reducing the rate of collisions along this section of roadway.

The selection of this section of Mississauga Road for the installation of the "Life-Lite" markers was reviewed and confirmed as subsidizable by the M.T.C. The M.T.C. indicated that this test installation should be monitored in terms of its effectiveness in order to compliment their efforts in assessing this new traffic control device.

The estimated cost of this project is \$10,000.00 with funds available in the current 1982 Budget.

RECOMMENDATIONS:

1. That the installation of "Life-Lite" markers and additional signing be approved on a trial basis for that portion of Mississauga Road between Dundas and Springbank Road as a 1982 undertaking.
2. That the Traffic Section monitor the effectiveness and maintenance cost of this traffic control device with a view of expanding the use of this system in other hazardous sites.

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

SJ/edm

c.c. E. M. Halliday

All.



City of Mississauga

MEMORANDUM

APPENDIX XI

File: 11 141 00039

To CHAIRMAN AND MEMBERS OF

Dept. PUBLIC WORKS COMMITTEE

From W. P. TAYLOR

Dept. ENGINEERING AND WORKS

January 11 1984.

SUBJECT:

Life-Lite Markers - Mississauga Road

SOURCE:

Engineering and Works Department

COMMENTS:

This report is being submitted as a follow up report to the one submitted on October 15, 1982, a copy of which is attached, regarding the installation of Life-Lite markers on Mississauga Road between Dundas Street West and Springbank Road.

The Life-Lite markers were installed in an attempt to determine their effectiveness in reducing the number of accidents that were occurring on this section of Mississauga Road. As well as installing the Life-Lite markers, additional checkerboard signs, chevrons, advisory speed tabs, and white edge lines, were placed in an attempt to bring more forcefully to the motorists attention the nature of this road.

In lieu of reconstructing and realigning the road which, as indicated in our October 15, 1983, report is estimated at \$1,300,000., it was decided to install Life-Lite markers at an approximate cost of \$10,000. (Actual cost was closer to \$7,500: 155 markers at \$48. each were installed.)

Streetlighting improvements at an approximate cost of \$60,000.00 were also considered but this work was withheld so that an accurate assessment could be made on the effectiveness of the Life-Lite markers. The streetlighting improvements will now be undertaken in 1984.

For an equivalent comparative analysis the six month period December 1, 1981 to May 30, 1982 (before installation), was compared in detail to the six-month period after installation, December 1, 1982 to May 30, 1983 (installation occurred in late November 1982).

COMMENTS: (Continued)

Extensive analysis and comparisons were conducted before and after which included:

- 1) full accident analysis through the section
- 2) radar analysis at seven locations
- 3) acceleration-deceleration studies at three locations
- 4) durability assessment of the markers placed.

1. Accident Analysis

It was judged that the only valid comparison that could be made was with accidents occurring during dawn, dusk or dark conditions when the Life-Lite markers would reveal their effectiveness. However, a completed 24-hour analysis was conducted to review all collisions.

The accidents were classified into four categories and compared before and after with the following result:

<u>CATEGORIES</u>	<u>ACCIDENTS</u>	
	<u>BEFORE</u>	<u>AFTER</u>
A. Night (including dawn & dusk) on a slippery road	5	5
B. Night (including dawn & dusk) on a dry road	1	3*
C. Day on a dry road	0	0
D. Day on a slippery road (rain, ice or snow)	7	10*

* Categories B & D showed an increase in after accidents.

The above results indicate that the Life-Lite markers had no effect in reducing the number of collisions. The majority of accident type was "out of control" which is caused mainly by rate of speed and road surface condition.

2. Radar Analysis

The seven locations are illustrated on Appendix "A". The before and after results are revealing in that virtually no change occurred and from these results it can be said that the Life-Lite markers had no effect on rate of speed. It should be pointed out that all radar surveys before and after, were conducted at night during dark conditions.

COMMENTS: (Continued)

LOCATION REFER TO APPENDIX "A"			DIFFERENCE
	BEFORE	AFTER	
1	58km/h	59km/h	+1km/h
2	47km/h	48km/h	+1km/h
3	56km/h	56km/h	0
4	52km/h	54km/h	+2km/h
5	53km/h	47km/h	-6km/h
6	58km/h	56km/h	-2km/h
7	60km/h	61km/h	+1km/h
Average	54.86	54.43	-.43km/h

3. Acceleration and Deceleration

In this analysis the three critical curves exhibiting the highest number of accidents were reviewed with respect to speeds entering and leaving the curves both before and after the placement of the Life-Lite markers. At location 3 only deceleration speeds were assessed since acceleration is more affected by the grade of Mississauga Road going up towards Springbank Road.

LOCATION REFER TO APPENDIX B	ACCELERATION		DECELERATION	
	BEFORE	AFTER	BEFORE	AFTER
1	8km/h	5.5km/h	11km/h	9.6km/h
2	7.6km/h	7.4km/h	11.0km/h	12.2km/h

In this analysis the above table indicates that very minor changes occurred, the highest change being at location 1 acceleration speed; 2.5km/h or 1.5 miles per hour decrease. It is interesting to note the continuing pattern of virtually no change in all aspects studied.

4. Durability

The last feature studied was durability and of course no comparative analysis is possible. We can only say that in our opinion, the markers are stable and if properly installed have not shown difficulty in being able to withstand a snow plow blade. Although last winter was below average in snow fall the roads were plowed at least 4-6 times. We experienced the loss of two markers, both being located over a box culvert. There are in our opinion, three possible explanations for this loss:

- they were removed by the plow blade, or
- they were stolen, or

COMMENTS: (Continued)

- the freeze/thaw cycle over the box culvert may have caused them to loosen and become disengaged from the road base,

There is no evidence to support any of the possibilities, however, no epoxy residue was left in the ground out depression in the asphalt into which the markers were installed. This leads us to support the freeze/thaw theory which affected the adhesion of the epoxy.

SUMMARY

Based on the results outlined above, the Life-Lite markers had no effect in reducing accidents or speeds. It should be noted, however, that the time frame used for the comparison of the before and after statistics is of a limited extent. It is obvious though that in reviewing the effect of the markers at night they serve a useful purpose in clearly defining the roadway on poorly lit curve ridden roadways and improve the level of safety through the marked section.

We are still experiencing an above normal accident rate on Mississauga Road in this area and therefore further maintenance work should be considered i.e. a more skid resistant surface (the road presently has an asphalt surface) some realignment through the curves and improved superelevation. Some alternatives for realignment have previously been developed. There may be some resistance to major works since Mississauga Road has been designated as a 'scenic route'.

Based on this preliminary study the Engineering Department does not recommend extension of the Life-Lite program in Mississauga at this time. In granting subsidy for the Life-Lite program on Mississauga Road, the Ministry of Transportation and Communications requested that our study results and findings be forwarded to them. As a result a copy of this report will be forwarded to the Ministry of Transportation and Communications for their records.

RECOMMENDATIONS:

1. That the report from the Commissioner of Engineering and Works dated January 11, 1984, dealing with Life-Lite markers on Mississauga Road be received.
2. That the City of Mississauga not extend the Life-Lite marker program at this time.
3. That the Engineering Department review the possibility of resurfacing and realigning the section of Mississauga Road between Springbank Road and Dundas Street West.
4. That the Ministry of Transportation and Communications be forwarded a copy of this report.
5. That streetlighting be installed on Mississauga Road from Dundas Street to Springbank Road and that funds in the amount of \$60,000.00 be taken from the 1983 streetlighting budget set aside for this purpose.

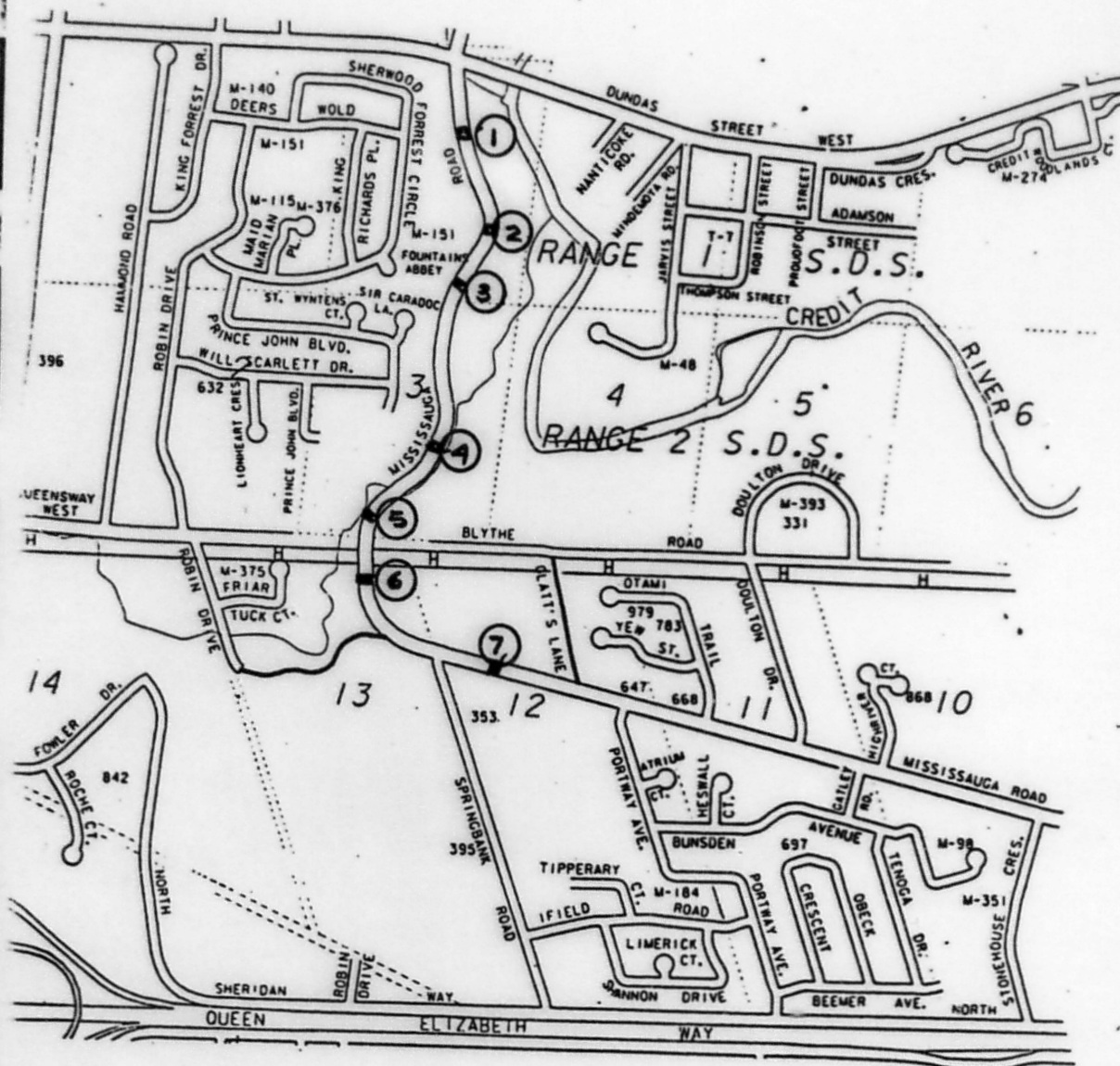
W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

DTJ/edm

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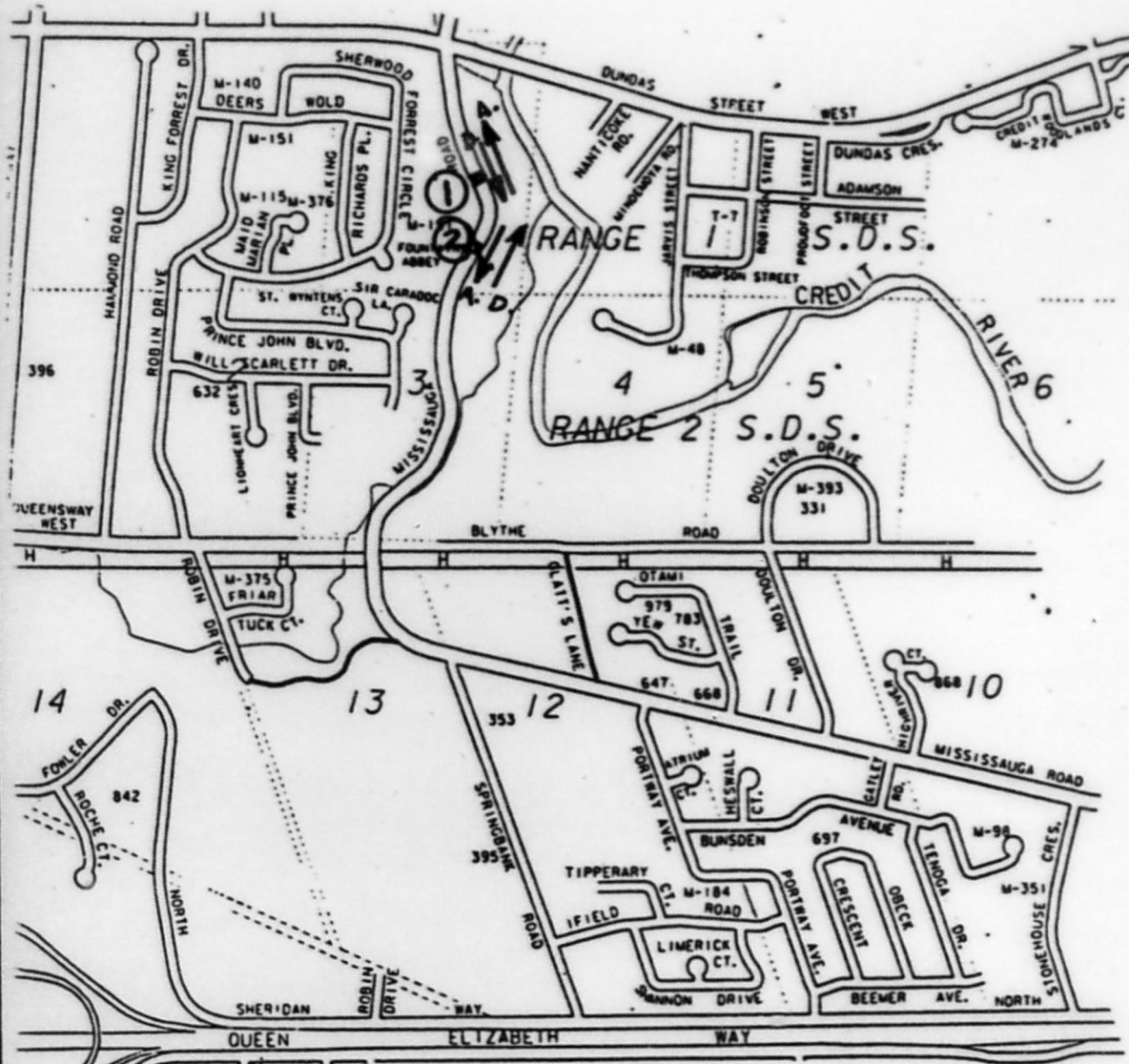
c.c. E. M. Halliday

RADAR LOCATIONS



APPENDIX B

ACCELERATION / DECELERATION





City of Mississauga

MEMORANDUM

Files: 11 121 00014
11 141 00039

RECEIVED

To: Chairman and Members of the Public Works Committee
From: Mr. William P. Taylor, Commissioner
Dept. Engineering and Works

REGISTRY No. 1371

DATE FEB 15 1984

FILE NO. J05.02

CLERK'S DEPARTMENT

P. W. DATE FEB 16. 1984

REQUEST NUMBERS 177 and 178/83

February 14, 1984

SUBJECT: Reconstruction of Streets under the Local Improvement Act.

ORIGIN: Engineering and Works Department.

COMMENTS: A petition was received in September 1983 from the residents of Pathfinder Drive from Camilla Road to Cliff Road, copy of which is attached. The petition requests the reconstruction of Pathfinder Drive to a curb and gutter standard and the undergrounding of the hydro electric power system. The petition further states that they wish the street to be upgraded to the same level as is now customary and it is understood that the cost of same would be assigned to the property owners on the basis of fifteen years interest free instalments. In order to proceed with the reconstruction of a project such as this under the Local Improvement Act the following conditions form part of the normal procedure.

1. A petition to Council is requested with regards to the specific undertaking. In this case we would assume that this means the reconstruction of Pathfinder Drive from Camilla Road to Cliff Road including the installation of a storm sewer, concrete walk on one side, and streetlighting with the streetlighting being placed underground.
2. That the petition be signed by 66.6% of the property owners who must represent 50% of the total assessment abutting the roadway limits.
3. City Council, Regional Council, and Ontario Municipal Board approval to debenture the cost of the works to be undertaken. The total cost of the works includes all interest charges involved in the debenturing of the works and the normal term for a local improvement involving roadway reconstruction is ten years.
4. Approval by City Council as a specific Capital Works project.

We wish to point out that the petition requested by the property owners indicates that all costs would be repaid over a fifteen year period, however, there would be no interest payments involved. As previously stated these conditions are not in harmony with the conditions in the Local Improvement Act.

/2

5-2

Chairman and Members of the
Public Works Committee
February 14, 1984
Page 2

Subject: Reconstruction of streets under the
Local Improvement Act.

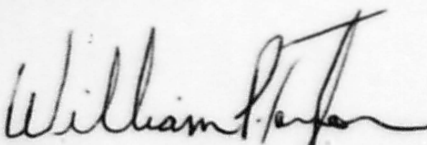
COMMENTS - cont'd. The City of Mississauga has not undertaken works by the Local Improvement Act for quite a while (around 1975) and has instituted works such as those requested under the Capital Works budget with funding being provided from the general mill rate (current funds). Pathfinder Drive is not at this time included in the City's Five-Year Capital Budget for the upgrading of local roads. The cost of reconstructing Pathfinder Drive to a curb and gutter standard between Camilla Road and Cliff Road including storm sewers, concrete walk, and streetlighting, is estimated to be \$530,000.00. Council has, in our opinion, really abandoned the idea of undertaking works such as these by Local Improvement and have instituted a planned programme for upgrading local streets by assigning a certain amount of M.T.C. subsidy for this purpose. These funds have to be matched by current City dollars in order for the works to be undertaken.

With respect to the undergrounding of the hydro electric power lines, this matter is being dealt with by Hydro Mississauga directly with the residents.

RECOMMENDATION:

That the report submitted by William P. Taylor, Commissioner of Engineering and Works, dated February 14, 1984, regarding reconstruction of streets under the Local Improvement Act be received and forwarded to Mr. George Govan, 233 Pathfinder Drive, for his information and further discussion.


Attach.


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday

P-1

C.A. DATE Sept 12/83

June 29, 1983

We, the undersigned residents of Pathfinder Drive petition the Council of the City of Mississauga for reconstruction of Pathfinder Drive to curb and gutter standards and to bury the electric power lines to upgrade this part of the City to the same level as is now customary.
It is understood that the cost would be assigned to the property owners on Pathfinder Drive on the basis of 15 years interest free installments.

<u>Ann Gillman</u> 215	<u>W. S. B. Jones</u> 276
<u>J. F. H. Man</u> 239	<u>Langdon</u> 263
<u>J. H. C. Man</u> 239	<u>E. Bennett</u> 200
<u>W. J. H. Man</u> 233	<u>D. Brown</u> 194
<u>W. J. H. Man</u> 227	<u>W. J. H. Man</u> 188
<u>W. J. H. Man</u> 227	<u>Antonio Claret</u> 182
<u>W. J. H. Man</u> 221	<u>John Papp</u> 174
<u>W. J. H. Man</u> 257	<u>John Papp</u> 174
<u>Shirley Manderson</u> 257	<u>W. J. H. Man</u> 160
<u>W. J. H. Man</u> 269	<u>W. J. H. Man</u> 185
<u>John B. Williams</u> 269	<u>W. J. H. Man</u> 212
<u>Ed. B. B. Canada</u> 294	<u>W. J. H. Man</u> 197
<u>W. J. H. Man</u> 304	<u>W. J. H. Man</u> 209
<u>W. J. H. Man</u> 310	<u>W. J. H. Man</u> 245
<u>W. J. H. Man</u> 316	<u>W. J. H. Man</u> 295
<u>W. J. H. Man</u> 324	<u>W. J. H. Man</u> 175
<u>W. J. H. Man</u> 332	<u>W. J. H. Man</u> 206
<u>W. J. H. Man</u> 332	

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PUBLIC WORKS COMMITTEE
DATE: FEBRUARY 16, 1984

SUMMARY OF UNFINISHED BUSINESS

128C/17C

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REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISION
163-82	Eng. & Works	Second Assessment of "rippled" pavement used as a speed deterrent on roadway at Mineola Rd. E. and Indian Road	Public Works - May 20/82 Public Works - July 6/83	June, 1984	
177-83 <u>RECEIVED</u>	Eng. & Works	Policy re: reconstruction of streets under a local improvement program	Council, Sept.12/83	Jan. 19, 1984	1
201-83	Eng. & Works	Policy - employment of local trucks within the City of Mississauga for the purpose of snow removal	Council, Oct. 11/83	Feb.16, 1984	1
204-83 <u>RECEIVED</u>	Eng. & Works	On-Street Parking in Residential Zones Programme Development	Public Works, Sept.19,1983	Jan. 3, 1984	
205-83	Planning Dept.	Review of parking standards in Residential & Commercial Zones	Public Works, Sept.19, 1983	Sept.19, 1984	
206-83	Eng. & Works	Summer Garbage Collection	Public Works, Sept.19, 1983	Feb.16,1984	1
13-84 <u>RECEIVED</u>	Eng. & Works	Traffic Safety - Oakridge Community	Public Works, Dec. 20, 1983		
14-84	Eng. & Works	Recycling Programme in Mississauga	Public Works, Dec. 20, 1983		

CITY OF MISSISSAUGA

MINUTES

NOTE: Due to Spring Break, the next meeting will be held on March 22, 1984.

MEETING #2

NAME OF COMMITTEE: PUBLIC WORKS

DATE OF MEETING: Thursday, February 16, 1984

PLACE OF MEETING: Committee Room A at 9:30 a.m.

MEMBERS PRESENT: Councillor D. Culham, Chairman
J. Rogers, Vice-Chairman
Councillor M. Marland
Councillor R. Skjarum
D. A. Strutt
J. C. Saddington
W. Schofield
Mayor Hazel McCallion arrived at 10:00 a.m.

MEMBERS ABSENT: Councillor D. Cook

OTHERS PRESENT: Councillor T. Southorn

STAFF PRESENT: W. P. Taylor, Commissioner of Engineering and Works
A. McDonald, Director, Maintenance Engineering
John Thomas, Traffic and Transportation Engineer
C. Dodds, Committee Co-ordinator

NOTE: Apologies for absence received from Councillor Cook

MATTERS CONSIDERED:

1. D. J. Debenham, Works Manager, Walter Ralph, Yard Supervisor, Mavis Road, and A. Rentenaar, representing the Plow Operators, attended the meeting to answer questions on snow plowing procedures. Problems associated with snow clearance were cited as follows:
 1. The snow covering makes it difficult for the plow operators to distinguish the edge of the walk and the grass on either side can be easily damaged. Damage to grass also occurs as a result of salting and can occur up to 3 feet on either side of the area salted. Mr. Debenham explained that damage to and the replacement of sod is considered a legitimate cost associated with sidewalk snow plowing. It was pointed out by the Commissioner of Works that the paving of boulevards adjacent to sidewalks plowed by the City would solve the problem.
 2. Rolled curbs and plantings adjacent to sidewalks make plowing more difficult.
 3. Wooden driveway edges or anything placed at the sidewalk line by the resident creates a hazard to the plow operators.
 4. Cars parked on the street slow down snow plowing. Since residents can clear their own driveways more quickly than the City can plow all roads, the closing of driveway entrances will always be a problem.
 5. Snow has to be removed from cul-de-sacs and streets where the lot size offers little in the way of boulevards on which to deposit snow. Snow removal takes place following plowing and complaints can arise in the short time period between the two procedures.

February 16, 1984

Mr. Saddington asked that consideration be given to plowing the sidewalks on High Street West, Wesley Avenue, and Park Street West. He also asked for a review of the procedure for snow removal from the Credit River Bridge and its sidewalk on Lakeshore Road in the Port Credit area. It was agreed that staff would review these requests for the 1984/1985 season.

Chairman Culham thanked Mr. Debendam and his staff for attending the meeting and on behalf of the Committee, asked that the City's thanks and appreciation be extended to the snow removal crews for their handling of snow clearance.

F.05.03.01

See Recommendation #5 (J. Rogers)

RECEIVED

2. Policy for the construction of sidewalks in new developments. Councillor Culham asked the Committee to review the City's policy for the construction of sidewalks in new residential developments set out in Resolution 625, 1977, as a result of a letter he had received from John and Dorothy Davies. Mr. and Mrs. Davies' concern is that sidewalks have not been provided on Huron Park Place where they have purchased a home. Huron Park Place runs south from Paisley Boulevard West, east of Huron Park, and is a 24 lot cul-de-sac and the only street on Registered Plan M-509.

Resolution 625 passed by Council on October 11, 1977, states in part:

- (i) On local streets, sidewalks will be required on one side only.
- (ii) Cul-de-sacs which service single-family and/or semi-detached dwellings only, will not require a sidewalk on either side.
- (iii) Cul-de-sacs which service developments other than single-family or semi-detached dwellings, such as on-street townhouses, condominiums, row-housing etc., will require a sidewalk on one side of the street.
- (iv) A sidewalk will be required on one side of the cul-de-sac where the sidewalk will form part of the walkway system.

The following points were raised:

- a) The policy had been adopted as a result of many requests from residents not wishing sidewalks on their street.
- b) Residents wishing sidewalk construction have the option of taking up a petition which, if successful, would ensure that the residents on the street wanted the walk.
- c) Every mile of road with sidewalks on both sides creates two miles of sidewalks requiring replacement in twenty years time.

It was moved by Mr. Schofield that the existing policy for the construction of sidewalks in new developments be endorsed with the inclusion of the rationale behind the policy.

B.06 509 02

See Recommendation #6 (W. Schofield)

February 16, 1984

3. Report dated February 13, 1984, from the Commissioner of Engineering and Works regarding on-street parking in Residential Zones outlining proposals for the institution of a system of alternate side long term parking and one or two side long term parking in selected areas where the needs for this type of exemption have been determined; and one area to implement an experimental program of on-street permit parking. The report was in response to the recommendation of the Public Works Committee which emanated from its discussions at its meeting held on September 19, 1983. As a result of this meeting, the following recommendation as amended by General Committee on September 28, 1983, was adopted by Council on October 11, 1983:
- "(a) That the Commissioner of Engineering and Works prepare a report for the consideration of the Public Works Committee with respect to the following:
- (i) institution of a system of alternate side parking on certain roadways where a need for long term on-street parking is identified;
 - (ii) development of an experimental program for permit parking in specific areas taking into consideration costs, revenues, legal rights, etc.;
 - (iii) maps indicating the roadways designated for the programs set out in parts (i) and (ii);
 - (iv) additional staff which would be required for the implementation of the programs set out in parts (a) and (b);
- (b) That the Planning Department review current parking standards with respect to residential and commercial development and report back to the Public Works Committee by December 31, 1983, with recommendations to alleviate the problems outlined in the report dated May 18, 1983, from the Commissioner of Engineering and Works."

The Committee reviewed the recommendations and the criteria suggested for the experimental program of permit parking for 30 of the 49 parking spaces available on Williamsport Drive east and north side from a point 117m (384 feet) west of Havenwood Drive (south leg) to a point 30 metres (100 feet) south of Gulleden Drive. The following comments were recorded:

- (a) The Ward Councillor involved should be asked to comment on the recommendations for alternate side long term parking and the one and two side long term parking recommended in the report.
- (b) Commercial vehicles over one-half ton could not use permit parking.
- (c) Planning staff be asked to consider the parking requirements of senior citizen housing projects following a review of the current needs of residents of these establishments. It was pointed out that more senior citizens drive their own cars and often two people living in one residence each have a car. Also handicapped parking may be in greater demand than in previous years.

February 16, 1984

Item 3 Continued

- (d) Councillor Skjarum moved that the following clause (h) of the experimental programme be deleted:
 - (h) Permits are not transferable from one vehicle to another and are valid only for the vehicle and licence for which it was issued. A new permit must be applied for if a new vehicle is obtained.
- (e) The clause (i) of the experimental program be amended to read:
 - (i) Permits must be visible in the permitted vehicle's windshield. Permits are effective as soon as appropriate signs are erected on those streets authorized by Council. ("visible in" REPLACED "affixed to the lower left hand driver's side of")

It was recommended by Councillor Marland that a copy of the report be forwarded to all Members of Council for their comments back to the next meeting of the Public Works Committee. In addition, staff was directed to prepare a report and recommendations on the procedure to be followed for the renewal of parking permits for consideration by the Committee.

F.06.04.02
C.03.03
DEFERRED

- 4. Report dated February 14, 1984, from the Commissioner of Engineering and Works, on the use of calcium chloride in winter maintenance activities. This report was requested by Councillor Culham as a result of a letter dated January 27, 1984, received from Allied Canada Inc. on their CTS Concept which involves pre-treating sanding material.

In his report, the Commissioner advised that the City experimented with the use of liquid calcium chloride for winter maintenance in 1978 and reported on his department's evaluation made at that time.

The Commissioner of Engineering and Works recommended:

That the City of Mississauga not utilize Calcium Chloride in their winter maintenance programme at this time.

F.05.03.01
See Recommendation #7 (Councillor Skjarum)
ADOPTED

- 5. Report dated February 14, 1984, from the Commissioner of Engineering and Works, on reconstruction of streets under the Local Improvement Act.

February 16, 1984

Item 5 Continued

On September 12, 1983, as a result of receiving a petition from residents of Pathfinder Drive requesting the reconstruction of their street to curb and gutter standards and the undergrounding of the electric power lines, Council requested the Public Works Committee to consider a policy regarding reconstruction of streets under a local improvement program.

In his report, the Commissioner of Engineering and Works outlined the conditions which form part of the normal procedure if the work were to proceed under the Local Improvement Act, pointed out that the request of the residents is not in harmony with the Local Improvement Act and that sometime ago, the City abandoned undertaking works under the Local Improvement Act and instituted a planned programme for upgrading local streets.

The Commissioner concluded his report by recommending:

THAT the report submitted by William P. Taylor, Commissioner of Engineering and Works, dated February 14, 1984, regarding reconstruction of streets under the Local Improvement Act be received and forwarded to the representative of the petitioners, Mr. George Govan, 233 Pathfinder Drive, for his information and further discussion.

J.05.02

See Recommendation #8 (Councillor Marland)

ADOPTED

6. Report from the Commissioner of Engineering and Works, dated February 14, 1984, on traffic safety in the Oakridge Community was circulated at the meeting. It was recommended by Councillor Skjarum that this report be deferred to the next meeting to give the members an opportunity to read the report.

F.06.03.01

DEFERRED

7. Summary of Unfinished Business relating to the Public Works Committee as of February 16, 1984.

Councillor Marland requested, and the Committee agreed to, the deletion of Request for Report 201-83 (Policy on the employment of local trucks within the City of Mississauga for the purpose of snow removal).

A.03.04.06

See Recommendation #9 (Councillor Marland)

RECEIVED

RECOMMENDATIONS: As per Report No. 2-84

ADJOURNMENT: 11:30 a.m.

Christine Dodds

CHRISTINE DODDS, COMMITTEE CO-ORDINATOR
0016C/129C

REPORT NO. 2-84

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its second report and recommends:

- 5-84 That the deputation by the Works Manager, Mavis Road Yard Supervisor and a representative of the Snow Plow operators at the Public Works Committee Meeting held on February 16, 1984, be received and thanks be extended to the Works Department Staff for their handling of snow clearance from the roads and sidewalks throughout the City of Mississauga.

F.05.03.02
(38-5-84)

- 6-84 That the following policy for the construction of sidewalks as previously set out in Resolution 625, 1977, with the rationale behind the policy added, and as reviewed by the Public Works Committee at its meeting held on February 16, 1984, be adopted:

WHEREAS all new sidewalks have to be maintained on an on-going basis;
AND WHEREAS all sidewalks at some point in the future require complete reconstruction;
AND WHEREAS not all streets require sidewalks;
AND WHEREAS each additional mile of road would create two additional miles of sidewalks were sidewalks constructed on both sides of each and every road;
AND WHEREAS in the past, when the policy was to construct sidewalks on both sides of new streets, many requests were received from residents not wishing sidewalks constructed on their streets;
AND WHEREAS it is the intention of the City to restrict the construction of sidewalks to a "need" basis in order to minimize current and future expenditures;
THEREFORE the policy of the City of Mississauga on the construction of sidewalks is as follows:

- (i) On local streets, sidewalks will be required on one side only.
- (ii) Cul-de-sacs which service single-family and/or semi-detached dwellings only, will not require a sidewalk on either side.
- (iii) Cul-de-sacs which service developments other than single-family or semi-detached dwellings, such as on-street townhouses, condominiums, row-housing etc., will require a sidewalk on one side of the street.
- (iv) A sidewalk will be required on one side of the cul-de-sac where the sidewalk will form part of the walkway system.

B.06. 509 02
(38-6-84)

February 16, 1984

- 7-84 That the City of Mississauga not utilize Calcium chloride in its winter maintenance programme at this time.

F.05.03.01
(38-7-84)

- 8-84 THAT the report submitted by William P. Taylor, Commissioner of Engineering and Works, dated February 14, 1984, regarding reconstruction of streets under the Local Improvement Act be received and a copy forwarded to the representative of the petitioners, Mr. George Govan, 233 Pathfinder Drive, for his information and further discussion.

J.05.02
(38-8-84)